

USE 6-E FANS AND KEEP COOL.



ANDERSEN MEYER & CO., LTD.

The Hongkong Telegraph

(ESTABLISHED 1881)

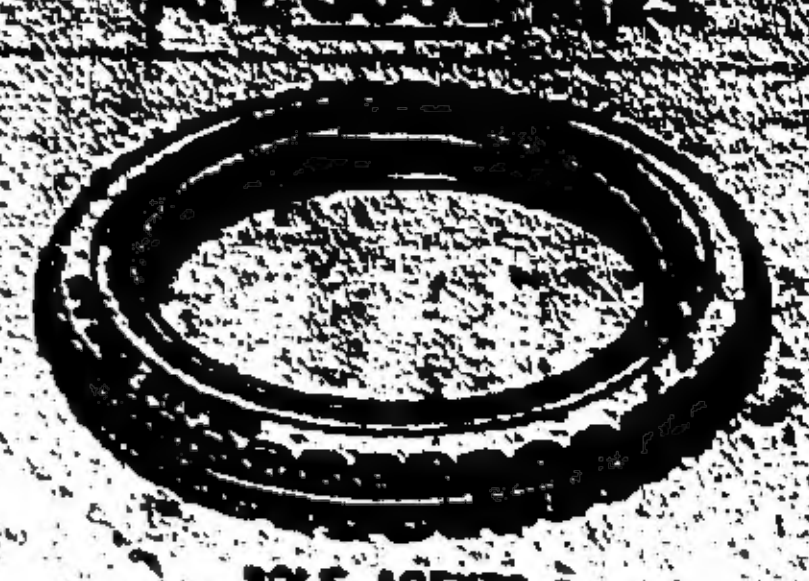
8250 三拜禮號壹廿月五英港香

WEDNESDAY, MAY 21, 1919.

日式廿月四

SINGLE COPY: 10 CTS.
\$36 PER ANNUM.

United States Fire & Marine Insurance Co., Ltd.



ANDERSEN MEYER & CO., LTD.
No. 2 Queen's Road, Central.

REUTER'S TELEGRAMS.

THE AFGHAN SITUATION.

DESULTORY FIGHTING REPORTED.

Simla, May 17.
The Viceroy has sent a message to the Mehtar of Chitral expressing cordial thanks for his loyal and efficient aid in driving out a force of 300 Afghan invaders, with hearty congratulations on the success achieved by the Chitral Scouts, the Mehtar's bodyguard, in repelling the invaders without a single casualty.

Reuter's special Peshawar correspondent telegraphs that the Mahomedans and Hindus alike are evidently united in antagonism against the Afghans. Regiments which have done garrison duty in India are delighted at the chance of fighting before returning home. Troops are pushing forward with wonderful celerity. In the recent fighting the Afghan gunners stuck resolutely to their guns, which were well placed and provided with headcover. Accompanying their being bombed out. The Afghan infantry is less resolute and badly equipped. A few cavalry have been seen and they have imitated the Arab custom of riding as close as they dare, firing their rifles and racing back to safety.

An official Khyber report says that a reconnaissance made from Dukka towards Basawal met with slight opposition, but when returning to camp at Dukka the Afghans followed up. Fighting ensued and the enemy, after breaking off, is reported to have moved south in the direction of the fort at Tsatsobi Pass connecting the Afghan plains with the Bazar Valley.

Attempts are being made to harass our convoys at Khyber Pass. Sniping is frequent near Alimusjid. There is no change in the situation on the other fronts.

THE WAR BILL.

WHY GERMANY SHOULD PAY IN FULL.

London, May 14.
In the House of Commons, Mr. Claudius Lowther asked:—Do the peace terms compel the enemy to pay fully the Allies' War Bill?

Mr. Bonar Law referred to his answer of the 12th inst.

Mr. Page Croft pointed out that the Germans when they last made peace inflicted the whole cost of the war, besides very heavy indemnities.

Mr. Bonar Law replied that the peace delegates had never forgotten that at any stage—(Cheers).

FUTURE LOANS FOR CHINA.

A BETTER ARRANGEMENT.

London, May 14.
The Daily News Paris correspondent says the Consortium, referred to in a cable of the 12th inst., will embody no Government guarantee and will threaten China with no possible infringement of her sovereignty. All future loans to the Chinese Government or individual Provinces will be made by the group as a whole and the responsibility shared *pro rata* by the participating banks. It is proposed that the existing interests of the participating banks in China should similarly be pooled. The proposal, if carried out, would mean that particular Powers no longer had a predominant influence in particular regions of China. The importance of that doctrine in its application to Japan's interests in Shantung, for example, is obvious. It will be definitely laid down that no future loans will be allowed to involve the creation of special spheres of influence in China. There is strong reason to hope that the result will be a marked stimulation in the development of China's transport system and exploitation of her vast mineral resources. The British representative on the group is Sir Charles Addis.

TO-DAY'S CHINESE TELEGRAMS.

THE CHINESE DEADLOCK.

WILL THE CONFERENCE RESUME?

Shanghai, May 20.
Liang Shi-yih and Hun Chi-ling interviewed Chu Kai-chong and asked the latter to instruct Chu Kai-kim not to leave Shanghai.

According to a certain important personage, there will be no break with the South West; but Chu Kai-chong is not satisfied with Tang Shao-yi and the On Fook Club is not satisfied with Chu Kai-kim. If the Peace Conference is to be resumed the chief delegates must be changed.

The On Fook Party advocates appointing Ng Ting-chong or Wong Yap-tong as Northern Chief Delegate, saying they have received a private telegram that the South will retain Tang Shao-yi. The Cabinet instructs Chu Kai-kim to remain at Nanking to await orders and not to proceed to Peking. Chang Sui-ki left Shensi for Peking on the 17th.

Tien Ying-wong requests that the proposal appointing him Minister of Education be cancelled, but the On Fook Club refuse and still advocate voting on the proposal on Tuesday.

When Choy Yuen-pui arrived at Shanghai he immediately proceeded to his native place in Chekiang. He, however, sent his brother to Shanghai the other day and he had an interview with the delegates representing the Peking and Shanghai student bodies. He advised all to return to school and resume study, adding that Choy Yuen-pui would return to Peking if the Government would treat the students leniently.

SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

U-BOAT FOR JAPAN AT SINGAPORE.

Singapore, May 19.
A Japanese submarine, formerly German, with the cruiser Nissim and destroyers, has arrived here.

A SUCCESSFUL SINGAPORE FIRM.

Singapore, May 19.
Another record year in the aerated water business was reported at the meeting of Messrs. Fraser and Neave. A final dividend of 17½ per cent, making 30 per cent. for the year, was approved.

DISCRIMINATION AGAINST JAPANESE.

UNORGANISED BOYCOTT IN HONGKONG.

NO BIDDERS AT SALE OF "CHIYO MARU."

There have been many rumours circulated around the Colony, during the past few days, in connection with the spreading of the anti-Japanese boycott in Shanghai to Hongkong. Until to-day, there was no tangible evidence of such a boycott in the Colony, although, upon enquiry, we learn that the Chinese merchants have been rigidly excluding the purchase or sale of Japanese merchandise in a quiet way for some time past. Our attention was brought to the matter this morning, when the auction sale of the wreck of the s.s. Chiyo Maru at Messrs. Lammer's sale rooms had to be abandoned, owing to there not being a single bidder present. In the ordinary way, at such sales there is a large attendance of Chinese and bidding is usually brisk. The contrast this morning prompted our representative to make further enquiries and the information gathered shows that a boycott is in full swing, though being quietly operated.

A prominent Chinese commercial man, when asked for details, stated that although the Hongkong Chinese had decided to exclude the sale or purchase of Japanese goods from their business operations, there was nothing in the nature of an organised campaign. "We are living in a British Crown Colony," the gentleman said, "and we realise that it would be unwise to take any action such as could be classed as an organised boycott. Indeed, it would be ungrateful to do so, for it would put the British authorities in a rather awkward position. But there is nothing to prevent a Chinese merchant refusing to deal with the Japanese if he chooses, and since such merchants are very bitter over the Shantung question there is no doubt that their feelings are finding outlet in what cannot but be termed a strong boycott."

Our representative subsequently visited other Chinese gentlemen in a position to know what is going on and it was disclosed that the majority of recent contracts signed by Chinese contained a covering clause that no Japanese material of any description was to be used, particularly in connection with ship chandlers' contracts and this appears to be typical of the attitude of all the Chinese business houses.

THE LICENSING BOARD.

No nominations for the vacancy on the Licensing Board created by the departure of Mr. T. F. Hough for Home, have so far been received at the Magistracy.

The election was to have taken place to-day.

DAY BY DAY.

The following telegram has been received by the Colonial Secretary from H.B.M.'s Consul-General at Bangkok:—"Government of Siam informs me that Hongkong has been declared infected on account of plague. All Hongkong and Swatow vessels clearing for Bangkok after May 16th should call at Kohphra to be examined."

A Chinese woman was to-day fined \$2,000, or six months, for the possession of 29 forged Government optimum labels. It was alleged that the labels were used in smuggling opium.

LONDON "BY-WAYS."

THE QUEEN'S VISIT TO SLUMS.

"I want to come in the spirit of a mother to her children," was an expression that Her Majesty used during a tour through the condemned Brady-street area of Bethnal Green. Here for the first time the Queen got an inkling of the real squalor and wretchedness in which some of the poor live.

"It seems that I have been taken to the highways, not the byways of the poor when I have visited them before," the Queen said after the interview in Buckingham Palace with the Mayor of Bethnal Green (Lieut. Colonel W. J. Lewis), who explained how bad housing conditions were in certain parts of this borough, writes a correspondent in the Daily Chronicle referring Her Majesty the Queen's visit to the London Slums on the 17th March, 1919.

Yesterday afternoon the Queen saw the "byways," and insisted upon being shown the real conditions in which the poor live. She made a careful and practical investigation walking over a mile through byways teeming with young life.

The visit was quite informal the Queen being attended only by Lady Amphil (Lady-in-Waiting) and Mr. Harry Lloyd Verney (her private secretary). The mayor, the town clerk (Mr. David J. Knap) and the sanitary inspector of the borough showed her Majesty round.

A WALK THROUGH BRADY-STREET.

At half-past two a closed-in-car drew up near Brady-street and a quietly-dressed lady in black, veiled, and wearing a small black toque, alighted. Curious faces peered from the adjacent tenements, but no one seemed to realise who the visitor was. The Queen went down Brady-street and Mercer-street, through Pereira-street to Neath-place, both ends of which she inspected. Mothers and children commenced to take a greater interest in the proceedings when a whisper went round that it was "the Queen."

Entering some of the cottages, she was very quick to observe the extreme smallness of the rooms, defective lighting, the bad ventilation, and the frequent dampness.

The population in this area of London is a teeming one, and it is not the lack of care and pains which the poor give to their home—a suggestion they would justly resent—but the utterly inadequate accommodation to which they have to submit.

9 DWELLERS IN 2 TINY ROOMS. The Queen was very deeply interested in one house, which contained only two tiny rooms and a small scullery, with a tiny yard at the rear. In this dwelling lived a man and his wife and seven children.

Everywhere the Royal visitor showed a real desire to get at the difficulties which face the local authorities on the one hand and the poor on the other. When she had walked through Dixie-street area, the Queen entered a number of houses in this quarter—back-to-back houses. Finally the party went to the western end of the borough and inspected the dilapidated site whereon stood formerly a number of houses which had been closed by order of the Borough Council.

The ruins of these place are still existing, and it is possible to judge the general character of the buildings in that neighbourhood by what remains.

The Dixie-street area was the last place Her Majesty visited, and here she saw much the same squalor that existed in other parts of the borough.

A Daily Chronicle representative found Bethnal Green mothers and working families through street after street in a happy furor of excitement, and the complete informality of the whole visit had simply won all their hearts.

"She leaned against the table," said Mrs. Noon, who lives near Brady-street, "and had quite an interesting personal conversation. First she asked me all about the house, and my family—I have



Photo: Far Eastern Review.

MR. CHU CHI-CHEN.

The above is a photo of Mr. Chu Chi-chien, who was the Chief Northern Delegate to the Shanghai Peace Conference, which has now broken up. An over-night telegram says that Mr. Chu has left Shanghai for Nanking.

SMUGGLING OF SPIRIT.

CHINESE BOATMAN IN TROUBLE.

A case of spirit smuggling between Mrs. Bay and Shaukiwan has been discovered by the Revenue Officers. The Chinese master of a fishing boat was arrested and brought before Mr. R. E. Lindsell this morning. He was charged with being in possession of 45½ gallons of spirits on which duty had not been paid, and with failing to report to the Superintendent of Imports and Exports within four hours of the arrival of his boat. To the former charge, he pleaded guilty, but as to the procedure mentioned in the second charge he professed profound ignorance. "I do not know much about it," he replied shaking his head with a profound air and smiling at the same time. He apparently found the idea humorous.

The Court Interpreter reproved him—"Don't smile. This is nothing to smile at." There was, however, everything to weep over, for his Worship inflicted a \$500 fine or four months' hard labour, and ordered the boat to be detained. This was done at the request of Mr. Tratman and as a sort of counter-measure against the attitude of the accused in persisting to disclaim his ownership of the boat, thereby hoping to avoid the second charge. Mr. Tratman hoped that the accused would be brought to reason when he saw his boat being taken away.

The accused, it appears, had made several trips between Mrs. Bay and Shaukiwan with cargoes of spirits. Mr. Tratman stated that Shaukiwan is a forbidden port for the importation of liquors, and on this account another charge could have been brought against the accused. He, however, did not take the trouble to do so, as he considered the accused to be sufficiently dealt with on the two charges which were being proceeded with.

taking evident delight in the visit. Before she left Brady-street, residents, with shining faces and much waving of hands, gave the quiet lady in black such a rousing send-off as has not been heard of in that quarter for many a long day. It seemed as though the entire alley turned out to say "Good-bye" to the warm-hearted lady who had so quickly endeared herself. And many hearts in Brady-street district to-day beat with a stronger hope.

When questioned, the inmate of one house told the Queen that she had no desire to leave her present accommodation, although it meant living five and seven in a room, because they would have difficulty in getting another place so cheaply, or in fact at all.

CRITICISM OF BAD CONDITIONS. "We cannot afford to pay more rent," it was pointed out, "with the price of things double what they were before the war."

An Irish woman who had listened to some of the conversation thanked the Queen for her thoughtfulness in coming to see them, and wished her "good luck" in so rich a brogue that it amused the whole party.

In Neate-gardens the Queen talked with some more mothers, and in this neighbourhood expressed her very strong disapproval of the horrible conditions that existed in certain parts.

In Digby walk she had a conversation with silver-badged man, who had to his credit something like 24 years' service—and who was now living in a tiny "back-to-back" house. On another occasion the royal visitor stopped a girl who was munching a crust of bread and butter, and soon had a crowd of mothers round her.

To-Day's Exchange.

The closing rate of the dollar on demand to-day was 3s 6.7-15d.

The Weather.

Forecast: Fair. Barometer—29.73. Temperature 3 p.m.—83. Humidity 2 p.m.—68.

LEST WE FORGET.

I was at the battle of Mons and all through the retreat. When we had begun to advance again—I should say about a fortnight after our advance had begun—we passed through Bramesburg and we came to a village about 2 p.m. We halted at the village. The Germans were holding the village against us. We captured about 100 and drove the remainder out. My troops halted outside a bakery just inside the village. It was a private house where baking was done—not like our bakeries here. There were some women—about two or three—standing at the door. The women motioned us to come into the house as also three civilian Frenchmen who were there. They took us into a garden at the back of the house. At the end of the garden was the bakery. We saw two old men—between 60 and 70 years—and one old woman lying close to each other in the garden. All three had the scalp cut right through, and the brains were hanging out. They were still bleeding. Apparently they had only just been killed. The three French civilians belonged to this same house. One of them spoke a few words of English. He gave us to understand that these three had been killed by the Germans because they had refused to bake bread for them.—Official deposition of a British officer before the Commission on German outrages.

ST. ANDREW'S CHURCH.

ORGAN RECITAL.

Mr. T. A. Martin is to give an organ recital at St. Andrew's Church, Kowloon, on Friday, 23rd May, at 9.15 p.m. The programme is as follows:—Prelude.....Borowski. A Water Scene.....Nevin. (Narcissus).....Nevin. Calvary.....Rodney. (Diocesan Girls' School) Minuetto.....Baptiste Calkin. HYMN—279. Evening Song.....Schumann. Hark, Hark my Soul.....Adam Geibel. (Diocesan Girls' School) Cloches du Soir.....Chauvet. Postlude-Moderato in B Flat.....Faulkes.

EMPIRE DAY.

CHURCH SERVICES.

A short commemorative service is to be held at St. John's Cathedral on Empire Day, Saturday next, at 9 a.m. The service is intended primarily for the British children of the Colony, for whom the nave and both transepts will be reserved. The general public will be accommodated in the nave aisles.

A Government launch, available for Kowloon children, will leave the Kowloon Pier at 8.20 a.m. sharp, and will leave Biaka Pier on the return journey immediately after the service. There will also be a service at the Roman Catholic Cathedral. His Lordship Bishop Pozzoni officiating.

DON'T FORGET.

TO-DAY.

Victoria Theatre—9.15 p.m. Coronet Theatre—8.15 and 9.15 p.m.

TO-MORROW.

Victoria Theatre—9.15 p.m. Coronet Theatre—8.15 and 9.15 p.m.

NOTICES

NOTICES

LIFTS
and
WAYCOOD-OTIS
ELEVATORS
FOR ALL PURPOSES.
FOR QUOTATIONS APPLY TO THE
SOLE AGENTS—
DODWELL & CO., LTD.
MACHINERY DEPARTMENT.

YALE CHAIN BLOCKS.
TRIPLEX, DUPLEX & DIFFERENTIAL
TROLLEYS & TROLLEY TRUCKS,
CRANES &c.
SOLE AGENTS—
BRADLEY & CO., LTD. MACHINERY DEPT.
QUEEN'S BUILDING, CHATER ROAD, HONGKONG.

THE STANDARD LIFE ASSURANCE CO.
New Scheme for Children's Early Endowment—
Principal features: Small Premium, Liberal Surrender Value,
No Medical Examination, Return of Premium in the Event of
Death, and Numerous Options at the Age of 25.
WRITE FOR PAMPHLET AND FULL PARTICULARS TO
DODWELL & CO., LTD. Agents.

THE HONGKONG ROPE MANUFACTURING CO.
ESTABLISHED 1883.
MANUFACTURERS OF
PURE MANILA ROPE
3 STRAND 1 1/2" to 1 1/2"
CIRCUMFERENCE
CABLE LAD 5" to 15"
CIRCUMFERENCE
4 STRAND 3" to 10"
CIRCUMFERENCE
Oil Drilling Cables of any size up to 3,000 feet in length.
Prices, Samples and full particulars will be forwarded on application.
SHEWAN TOMES & CO. General Managers.

LIQUEUR
GRAND MARNIER.
CORDON
ROUGE & JAUNE
CALDBECK
MACGREGOR
& CO.
15, Queen's Road, Central
Telephone No. 75.

HONGKONG JAPANESE
MASSAGE ASSOCIATION.
Mr. D. SUGA Mrs. A. SUGA
Mr. L. HONDA Mrs. S. HONDA
8 Queen's Road Central,
Hongkong.

METALS
of all kinds, especially for ship-
building and engineering works.
Largest and best assorted stock
in the Colony.

SINGON & CO.,
(Established A. D. 1880.)
HONG LUNG ST. Phone 315

MEE CHEUNG
ICE HOUSE STREET.
FOR
EXPERT PHOTOGRAPHY
DEVELOPING, PRINTING,
ENLARGING A SPECIALITY.
STORE OPPOSITE CITY HALL.

THE NEW FRENCH REMEDY
THERAPION NO. 1
THERAPION NO. 2
THERAPION NO. 3
No. 1 for Rheumatism, No. 2 for Blood &
Skin Diseases, No. 3 for Chronic Wounds.
BOTTLES IN ALL DRUGGISTS' SHOPS IN HONGKONG.
THE LONDON DIRECTORY CO., LTD., 5, Abchurch Lane, London, E.C. 4.

NORTH BRITISH
AND
MERCANTILE
INSURANCE CO.,
in which are vested the shares of
THE OCEAN MARINE INSURANCE
CO., LTD.
AND
THE RAILWAY PASSENGERS
ASSURANCE CO.
The Undersigned AGENTS for
the above Company are prepared to
ACCEPT RISKS against
FIRE at Current Rates,
SHEWAN, TOMES & CO.
Agents.

GREEN ISLAND CEMENT
COMPANY, LIMITED.
PORTLAND CEMENT.
In Casks of 375 lbs. net.
In Bags of 250 lbs. net.
SHEWAN, TOMES & CO.
General Managers.
Hongkong, 16th August, 1916.

MASSAGE HALL
23, FLOWER STREET.
MR. T. TAKAYE,
MRS. MORITA.
CERTIFICATES IN MASSAGE.
PATIENTS TREATED IN THEIR OWN HOMES
BY REQUEST.

THE LONDON DIRECTORY
(Published Annually)
enables traders throughout the World to
communicate direct with English
MANUFACTURERS & DEALERS
in each class of goods. Besides being a
complete commercial guide to London and
Suburbs, it contains lists of—
EXPORT MERCHANTS
with the goods they ship, and the Colonies
and Foreign Markets they supply; also
PROVINCIAL TRADE NOTICES
of leading Manufacturers, Merchants, etc.,
in the principal Provincial Towns and In-
dustrial Centres of the United Kingdom.
Business Cards of Merchants and Dealers
residing in—
BRITISH AGENCIES
can now be printed under each trade in
which they are interested at a cost of 1s.
for each trade heading. Larger advertise-
ments from 2s. to £12. A copy of the
directory will be sent by post on receipt
of postal order for £1 10 0.
THE LONDON DIRECTORY CO., LTD.
5, Abchurch Lane, London, E.C. 4.

No office needed by those
who own
CORONA
The Famous Typewriter
Come in and learn what
it will do for you.
ALEX. ROSS & CO.,
4, Des Voeux Road Central.

REDUCING STEEL PRICES.
FEELING OF THE TRADE.
Pittsburgh, March 21.—The
reduction in steel prices agreed
upon between the leading steel
producers in co-operation with
the Industrial Board will greatly
disappoint buyers who expected
sweeping reductions. The new
steel prices will still be
about 80 per cent. above
the 10-year pre-war average
of quotations, whereas the highest
Government price on copper was
only 69 per cent. above the
10-year pre-war average, and cop-
per is now 2 per cent. below the
pre-war average. It is recog-
nised that conditions in the
two industries are essentially
different, but this may not be
understood by buyers.
The iron and steel producers
have emphasised that what their
minds are set upon is the attain-
ment of a price level at which
buyers of all classes would be
ready to go ahead and buy with
freedom and not with expectation
that further price declines would
occur later. The producers have
held that steel demand could not
be given merely as a temporary
stimulus, or at least one
that would be worth while.
They have contended that with
the old prices, as slightly reduced
from the war-time level, there
would be a moderate amount of
transient business, covering re-
quirements that could not be
postponed, that also that there
was on the books a very con-
siderable volume of orders,
the filling of which would
proceed in regular course,
while if prices were reduced the
invoice prices of shipments
against such orders would in
most cases at least have to be
reduced accordingly. Unless,
therefore, price revision insured
a large increment in demand, it
would represent a loss to the
mills, by reason of scaling down
prices to be received on business
already on books and about to be
filled.
CUTS IN OTHER LINES.
Members of the steel trade
claim that positive assurance has
been given by the Industrial Board
that in the case of all building
materials, as well as in the case
of some other commodities, efforts
would be made to secure lower
prices, the same as has been done
in the case of steel. Only because
steel is a leading commodity, it
appears, was it picked out for the
initial efforts of the Industrial
Board. If simultaneous action
could be obtained in all building
commodities, the results would of
course be better. That was at
once recognised as impossible,
but the Board has felt that
reductions in steel prices would
furnish a good basis for negotiat-
ing with the producers of other
materials.
In the steel trade there appears
to be a positive belief that what-
ever funds are required to carry
out programmes of railroad
rehabilitation can be secured,
and that the failure of Congress
to appropriate \$750,000,000 for
the "revolving fund" will not
check to any extent the railroad
buying that would have occurred
if this important piece of legisla-
tion had been enacted. Banks,
it is held, will furnish the money
necessary to tide over to the
next session of Congress, and be-
sides, this recourse there is the
War Finance Corporation, which
this week has already advanced
\$50,000,000 to the Railroad
Administration.

THE
ESTEY
PIANO

NEW MODELS
AT
ROBINSON'S

RACIAL DISCRIMINATION.
HOW IT IS PRACTISED.

The *Jiji* is one of the Japanese
papers which has been most
strenuous in upholding the claim
made by the Japanese delegates
at the Peace Conference for the
insertion of a clause in the Cov-
enant of the League of Nations
declaratory of racial equality. It
is therefore of interest to find this
journal (says the *Japan Chronicle*)
expressing satisfaction at what it
regards as the decline of the
business of foreign merchants in
Yokohama. As we have pointed
out on several occasions, to the
majority of the Japanese racial
equality means obtaining all the
privileges and benefits which
other nations have to bestow,
while retaining for the exclusive
use of Japanese all the privileges
and benefits which they possess.
In their opinion, for
instance, the development
of Japanese trade by "for-
eigners is antinational, neverthe-
less Japanese should not only be
given the right to develop foreign
trade in other countries, but
should do so with all the advan-
tages of subjects or citizens which
they themselves deny to foreign-
ers in Japan. Another interest-
ing feature of the article is the
statement that as soon as peace
is proclaimed the premises in
the Yokohama Settlement formerly
owned by Germans will be
occupied by Japanese. This is
very significant of the change
brought about in Japan by the
war. It seemed to be believed at
the outset of the war that the
trade formerly done by Germans
would pass into the hands of
other foreign firms. We
pointed out the improbabil-
ity of this result, and our
anticipations have been justified
by events. The great bulk
of the trade done by German
houses has passed into the hands
of the Japanese and will undoubt-
edly be retained by them. Whe-
ther the competition of Japanese
firms engaged in foreign trade is
likely to be less intense than
German time will show.
From the Japanese point
of view, which makes little
distinction between Ger-
mans and other Western traders,
a great advance has been made
by the elimination of one group
of foreigners, and, as the article
in the *Jiji* indicates, the hope is
clearly that this is preliminary to
the withdrawal of other foreign
traders from a field which should
be exclusively possessed by
Japanese.

That there will be a really
extensive programme of railroad
buying in the next few months is,
however, distinctly a doubtful
prospect. Rails are the first item thought
of, but the rail mills are under-
stood to have entered the present
year with about 700,000 tons of
rail business on books for do-
mestic roads, against orders placed
long ago, but not filled in
accordance with original plans,
on account of the war. Naturally
these orders are all at \$40 or less,
so that the question of arriving
at a suitable price for rails has
not been as difficult as has been
assumed when it is considered
that the War Industries Board
last September set a price of \$57
on rails and the Railroad Admin-
istration refused to approve the
price. In the circumstances,
however, a rush of rail buying
can hardly be expected. Since
the first of the year the mills
have been rolling rails against
old orders to the extent that rail-
roads were in position to accept
and lay the rails.
RAILROADS AS STEEL BUYERS.
As to locomotives, there has
been of late a fair degree of
building activity, most of the
shops still having orders to fill.
As to cars, less than one-fourth
of the 100,000 cars ordered almost
a year ago have been produced,
the fate of the remainder of the
orders being in doubt, while the
railroads do not show evidence
of being greatly in need of addi-
tional cars or locomotives.
Building in general has been
at an extremely low ebb, and it
is hardly likely that there can be
an immediate revival in large
proportions of such construction
work as involves heavy consump-
tion of steel. Construction ex-
penditures now being considered
run very largely to road
building, which, of course,
involves the consumption of
very little steel. Next in
order of visibility is dwelling-
house construction, which re-
quires but a very moderate
amount of steel. The really large
consumption of steel, in con-
nection with new construction, is
in office buildings, hotel buildings,
factories, and power stations.
Along that line there has been
practically nothing done to date,
and there is little assurance that
there will be much in the near
future.

PREMO
CAMERA
\$1.50 ONLY
Kodak Catalogue Free on
application
A. TACK & CO.
26, Des Voeux Rd. Central.

THE CHINA PROVIDENT
LOAN AND MORTGAGE
CO., LTD.
(Capital Paid up—\$1,350,000.)
Lends on Mortgage of House Property, on
Goods received on Storage,
Advances made on Merchandise,
Loans made on the Provident System.
TRADE, EXCHANGE, CO. WILL
ACT AS AGENTS, on Undertakings and Advances.
(Rates and Particulars on application)
To the Office of
SHEWAN, TOMES & CO.
General Managers.

DELICIOUS ICES
There is nothing more refreshing
than hot, sticky days than nicely
made ice, especially if they are
prepared at **THE ALEXANDER CAFE**
WAY. Let us Prove Our Ice Is Best.
THE ALEXANDER CAFE

DRAGON MOTOR CAR CO.
HEAD OFFICE & GARAGE—24 & 25 DES VOEUX RD., CEN.
BRANCHES 157 PRATA EAST & 26 NATHAN RD., KOWLOON.
SOLE AGENTS FOR:
"CHANDLER," "HUDSON," "OVERLAND"
AND
ELGIN MOTOR CARS
HARLEY DAVIDSON MOTOR CYCLES
AGENTS FOR STERLING TYRES
NEW CARS & TYRES IN STOCK
TEL. 482. BEST CARS IN THE COLONY TEL. 482.
FOR HIRE.

THE SIAM INDUSTRIES SYNDICATE
TOILET AND WASHING SOAP
Samples & Prices on Application to
FOOK LEE & CO.
Phone 1174 & 1950. Sole Agents.

THE
WING ON CO., LTD.
HONGKONG.
UNIVERSAL PROVIDERS,
Most up-to-date and Cheapest House
in Hongkong.
Prompt attention given to Orders.

Ask for the Original
CALLIN MARTEL
The oldest and one of the best
Brandy Houses in the Trade.
SOLD BY ALL DEALERS.
Sole Agents for China
H. RUTTONJEE & SON.
16 QUEEN'S ROAD.

NEWSPAPER THAT MEN
DIED FOR.MYSTERIES OF "LA LIBRE
BELGIQUE"

Fr. Josel Meens contributes the following article to the *Weekly Dispatch*—

He who has not played an active role under and contrary to the German yoke can have but an imperfect idea of that life of continual danger.

The soldier who, from an advanced position, makes reconnaissance against the enemy, has intervals of repose, and, is, moreover, armed and can engage his adversaries in a decisive battle; but the obscure worker in an invaded country has no moment of respite in his patriotic work. During his most innocent occupations, while he sleeps, at the domestic hearth, in the street, in church, the lasso of the enemy is quivering round his head in the obscurity and may descend at any instant.

It is a delicate matter to name anyone in rendering homage to the heroes of our resistance, because the great works which did so much for our invaded country—the service of the clandestine Press, secret correspondence, recruitment of the Belgian Army, surveillance of the German military movements—were undertaken by a large group of men who, generally speaking, did not know each other, worked in different towns, and were united only by the same ideal: to prevent the penetration of German Kultur through Belgium.

I was not only occupied with *La Libre Belgique*, and I may say in passing, that nearly all its collaborators were occupied at the same time with other patriotic works, and that it is by these principally that they were able to continue for more than four years their resistance of the Germans.

THE FIRST NUMBER.

The Germans know the value of the Press. One of the most traitorous of their counter-attacks was the creation, with German money, of a Press, apparently pro-Belgian, but which combined continually to give the idea that the Allies were fighting a losing battle. In these journals such phrases as the following were common:—"However much we wish that our cause were triumphing, we must admit that the Germans are always advancing"; or "Where are the going to stop? The English are now the subjects of defeat."

The principal of these journals were much read, because they were the only channel for procuring news of the war. It then became essential to oppose by a pro-Allied Press, necessarily clandestine, to the enemy poison.

The first effort (January 1915) was very humble—a simple sheet of stencilled paper. But the success which attended it decided the creation of a clandestine journal. It took for its title *La Libre Belgique*; for its motto the words of King Albert: "I have faith in our destiny; a country which is so defended imposes respect on all. This country will not die; God is with us in this just cause." That strong sense of humour which never quitted the Belgians was represented by "Editorial Offices: The Kommandatur, Brussels," with the gallant addition: "This journal is submitted to no Censor."

The tone of this journal was always calm, conveying the evident intention of interesting and encouraging its readers under their burdens until the certain hour of the Allied victory. During four years, more than 160 copies appeared, succeeding each other at irregular intervals, by the most diverse pens and by men of as diverse opinions.

Its greatest significance was that it was a document and a monument, an irrefutable evidence that the Belgians never accepted the alien domination. It dispelled all German falsehoods, and, as every fresh copy showed the uselessness of the German efforts, the Governor-General fell into a fresh fury. The tone of the direction was that of a free man attacking openly the violator of justice and spurning the "feld-graen" who had done all possible to destroy the material life of a nation but could not touch its soul.

It spoke the truth a frankness to which the Germans were not accustomed, and not without irony one of its articles concluded with the words, "It is, in these sentiments, Monsieur the Governor-General, that we, your servants, the most insubordinate and the least respectful of your

NOTICES

THE ACOUSTIGRAND

BY

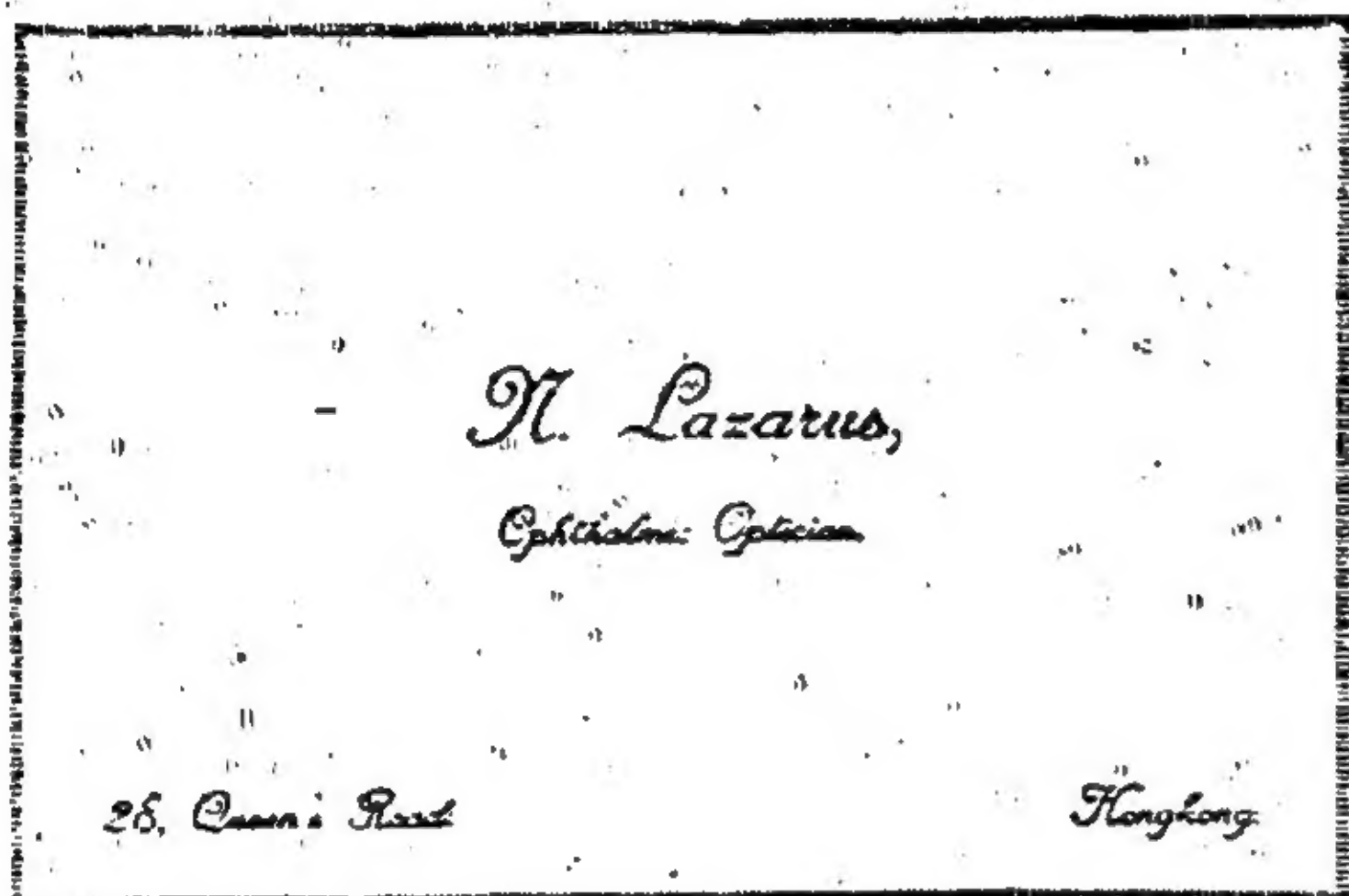
CHICKERING BROS.

The Only vertical piano combining the true principles of Construction, Tone and Character of the best horizontal grands.

Specially made and guaranteed for this climate.

MOUTRIE'S

SOLE AGENTS.



N. Lazarus,

Optician, Specian

26, Queen's Road

Hongkong

constrained subjects of to-day, subscribe ourselves.

For a work improvised in the midst of difficulties without name, the conditions of its collaborators were of necessity hard. Experience imposed the following regulations:—

To be ready to die, but not to throw life away; to have audacity and sangfroid, not counting personal loss or suffering to advance the cause.

A resolution never to betray one's colleagues.

For this it was necessary to be always on guard, for the Germans employed innumerable ignoble tricks to make their victims speak. One of my friends received in his drink a drug which affected his mental faculties, and in that condition he was interrogated with the hope of making him denounce his accomplices. For another was played the comedy of execution. Arrested and he would be shot unless he denounced his comrades, he refused; he was then told the execution was postponed a day. Silence. There followed eight days' postponement and again eight days. Finally he was placed before a firing squad, with eyes bandaged, and adjured to speak if he wished to see his family again. He refused, and was finally released.

Discretion is certainly the master quality in such work. It consisted in not merely not revealing that which one knew, but also in not seeking to pierce that mystery which shrouded the editing, printing, and distribution of *La Libre Belgique*. The different collaborators were not known to each other, and this sometimes led to amusing situations.

One day a friend stopped me and said "A suspicious person, probably a German disguised, is making propaganda for *La Libre Belgique*. You, good patriot, see if you can stop this thing." On inquiry I discovered the suspected person was no other than myself, working in another part of the city under another disguise.

ELABORATE SECRECY.

The secret which explains how the little journal resisted all the persecutions made against it was that the enterprise was so decentralised. The type was prepared usually in the house of a good burgher who had taken refuge in London. The caretaker admitted the compositors. When set up the type was enclosed in two elegant attache cases, which were carried by tram to the other side of Brussels without exciting suspicion, even the compositors being ignorant where the actual printer lived.

The actual printing was done in various places, and when danger arose or suspicion seemed

aroused, another press was employed to finish the interrupted work, producing rapidly a new number of the paper, thus putting the Germans off the track by proving that the real printer was still at large.

It is an evidence of the constant devotion of those engaged in the work that when one person was arrested ten others immediately offered to take his place. Owing to this devotion the accused had a good answer to his captors. "You see, you have arrested me for nothing. *La Libre Belgique* continues to appear while I am in prison."

We may here mention that, for this some reason, *La Libre Belgique* was forced from time to time to continue publishing articles under the names of persons who had been arrested. For example, the name "Fidelis" covered four contributors.

I remember, particularly, one occasion when all the copies were seized as they were taken from the printing house. To save the accused it was decided to reprint the same number. Within three days this was printed and distributed as usual. The printer who had been taken with the papers upon him was thus able to say he was only a distributor of the journal.

The most picturesque of the printing houses used was a cardboard-box factory which lies between the Gare du Nord and Laeken. Behind the wall in a corner of these works was constructed, with great secrecy, a space twelve feet by six feet, without door or windows, and only a trap in the ceiling by which the printer was let down with his materials to the machine installed. The walls were covered with thick draperies which prevented the sound of the machine from being heard without. It took a month to establish this printing place and carry in the press bit by bit.

The departure from the printing house with the edition was always the most dangerous moment, and one for which many disguises were necessary. Sometimes it would be a butcher's tricycle, bringing the ordered joint, which would conceal the packet of papers, sometimes a roll, ostensibly of linoleum.

Those who took the responsibility of the printing, alike with the compositors and editors, were strictly forbidden to occupy themselves with the distribution, which was confined to others; their part was finished when the paper reached the hands of three or four chief distributors, who also knew nothing of the printing, composition, editing, etc. The distribution was organised with the greatest prudence so that if

Prepaid Advertisements.

ONE CENT PER WORD FOR EACH INSERTION.

(First insertion and Prepaid shall be charged at the rate of two cents per word)

WANTED.

WANTED.—Competent Engineer, with good shop training for local engineering works. Apply stating experience and salary required to Box No. 176, c/o Hongkong Telegraph.

WANTED.—British Couple require, unfurnished, two or three rooms with Servants Quarters, or small house. Particulars to Box 424 Post Office.

WANTED.—Additional Stewardess for a.s. "Neuralia" for voyage to London. Full particulars on application to MACKINNON MACKENZIE & Co., Agents.

FOR SALE.

FOR SALE.—Indian Motor Cycle and sidecar—1917 Electric Model. Power Plus. Perfect condition. Apply Box 166 c/o Hongkong Telegraph.

TO BE LET.

TO BE LET.—A 5 roomed house in Conduit Road from 1st May next. For particulars apply to.

H. M. H. NEMAZEE,

1, Des Voeux Road.

THE BROWNLOW

FILTER

British throughout for nearly 60 years—is a National Necessity everywhere. A copious, clear, germfree supply always obtainable, with the water as sparkling as when drawn from the spring.

Sole Agents: **MUSTARD & CO.,**
4, Des Voeux Road Central. Telephone 1186.

AGENTS IN HONGKONG, AMOY, SWATOW AND CANTON.
BRITISH AMERICAN TOBACCO CO.

MACARONI PASTE STARS, EGGNOODLES, VERMICELLI, AND ALL KINDS OF SOUP STUFFS.

ALL our Pastes bear the "Booster" label and are made from Flour of the Best Quality containing a large percentage of Gluten. Starch and Gluten are the principal components of Flour. (Gluten is easier to digest and contains more nutriment than Starch. Manufactured under the most sanitary conditions. "Large" quantities have been exported to various important cities in the World. Terms moderate, especially for Agencies. Orders executed promptly.

THE HING WAH PASTE MANUFACTURING CO., LTD.
Head Office: No. 47 & 48, Connaught Road, Central, Hongkong. Telephone No. 1139 & 2230.
Principal Factory: No. 71, North Beach Road, Shanghai. Branch Telephone No. 3385.
Branch Factory: Wing Hing Street, Waiway Bay, Hongkong.
Cable address: "HINGWAH."

KEEP COOL AND COMFORTABLE IN HOT WEATHER

BY USING
TALCUM POWDER
AFTER THE BATH.

We have a fine selection in stock.

COLGATE'S
Violet Cashmere, Bouquet, La France Rose,
Eclat—aclylis
etc., etc.

FOUR TINS FOR A DOLLAR.

THE COLONIAL DISPENSARY, Queen's Road Central.

STAR GARAGE.
Tel No. 3017.
49, Des Voeux Road Central
HONGKONG.
New Cars on Hire & For Sale.

one person was arrested it would not lead to wholesale arrests which should endanger the work; for that, not personal danger, was the incentive to prudence.

SHOT WITH MISS CAVELL.

One example may be given of those who paid for their devotion with their lives. Philippe Bauco, shot with Miss Cavell, received generally 4,000 copies, which he distributed to certain associates, who in their turn divided them among several others, giving twenty, forty, or fifty copies to each.

With every issue he spent two nights going round the city, on bicycle or on foot, placing packets in places agreed in advance, where the distributors sought them next morning. These passed them on to smaller distributors, who were unknown to Bauco and to whom he was unknown. Sometimes the packets were left in a church, or in the lifts of the great offices. In the latter case the person coming for a supply would enter the same lift as the distributor, who would get out at the second floor, leaving his parcel. The former would "steal" the parcel, get out at the third floor, and the two leave by different entrances.

It is essential to speak of the important role played in the distribution by numerous women and young girls, who regularly received ten or fifteen numbers to take to different addresses.

Note that this journal remained, by the force of circumstances, under conditions absolutely opposed to those of all other journalistic enterprises. No sumptuous offices, but a headquarters hidden from the world; horror of all advertisement; a paper which never ceased to say: "Do not mention us." No office list of subscriptions, no advertising department, an occasional staff on which there was hardly one professional journalist, a rudimentary press.

And yet, with all this, a reputation and a circulation perhaps without parallel in the annals of journalism. Without exaggeration we can say every copy was read by thirty to forty people.

If it is said that the Press is actually the mistress of the world, *La Libre Belgique* has the right to a respectful and enthusiastic salutation from her confederates of the great Allied Press, who will recognise in her an organ which upholds with heroic dignity the high mission of the Press.

NOTICES

DO YOU KNOW

THAT WE ARE SHOWING A SPLENDID RANGE OF THE LATEST NOVELTIES IN FANCY CUSHION CASES, AFTERNOON TEA CLOTHS, PRINTED BED SPREADS, DRESSING TABLE AND SIDEBORD SETS.

THE DESIGNS AND COLOURINGS ARE ORIGINAL AND EFFECTIVE AND PRICES MODERATE.

WE ALSO HAVE A SPLENDID SELECTION OF SHADOW TISSUES SUITABLE FOR LOOSE COVERS AND CURTAINS AND SHALL BE PLEASED TO SEND PATTERNS ON APPLICATION.

IT IS WELL WORTH YOUR WHILE

TO VISIT OUR FURNISHING DEPARTMENT AND INSPECT OUR STOCK

LANE, CRAWFORD & CO.

WATSON'S

Prickly Heat Lotion and Powder

are certain cures for Prickly Heat.

Can be used either in conjunction or separately.

They will also be found invaluable for preventing and relieving

Sunburn, Freckles and all Skin Irritations.

A. S. WATSON & CO., LTD.

STERILIZED WATER MANUFACTURERS.
TELEPHONE 436.

E. HING & CO.

SHIPBUILDING MATERIALS, SHIPCHANDLERS AND HARDWARE MERCHANTS.

25, WING WOO ST.
CENTRAL.

PHONE NO. 1116.

FRENCH LESSONS.

G. MOUSSON,

15, Morrison Hill Road.

THE MOTOR UNION
INSURANCE CO., LTD.

(INCORPORATED IN ENGLAND)

Splendid advantage to Motorists

POLICIES issued to MEMBERS of any AUTOMOBILE ASSOCIATION at a Special Discount. Do not miss this opportunity.

For further particulars, please apply to the undersigned.

UNION TRADING CO.,

Prince's Buildings,
General Agents.

Yorkshire
Insurance Co.,

Limited.

ESTABLISHED 1884.

The Undersigned AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.
AGENTS.

J V H M

You Want

Popular Music

Co. to

JAMES LAU & CO.

26 WYNDHAM ST.

Just received 5,000 copies ex. s.s. "Dilwara"
Selling at 25cts. to 80cts. per copy.

LIBERTY MALT BEVERAGE

San Miguel's Special Brew, Guaranteed to be non-alcoholic but tastes and looks like Beer. It Creates an Appetite, and Ensures Good Digestion. Recommended for Children, Women, and the aged.

WHOLESALE OR RETAIL.

VICENTE ATIENZA.

18 NATHAN ROAD, KOWLOON.

Tel. KILL.

TWO
DELICIOUS AND REFRESHING
SUMMER DRINKS
WATSON'S
LEMON SQUASH
AND
LIME FRUIT
CHAMPAGNE.

A. S. WATSON & CO., LTD.,
WINE AND SPIRIT MERCHANTS.
TEL. 436.

Correspondents are requested to observe the rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but as an evidence of their bona fides.

All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

The rate of subscription to "The Hongkong Telegraph" is \$36 per annum. (Payable in Advance.)

The rate per quarter and per mensem, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The "Hongkong Telegraph" is delivered free when the addressee is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.30 per quarter is charged for postage.

Single Copies, Daily, ten cents.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamshien, Canton, who are our agents there.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C. 5th Edition: Western Union.
Office address: 11, Ice House Street.

MARRIAGE.

MOORE-BRENTNALL.—On May 14, 1919, at Hongkong, Binsley John de Heez Moore to Edith Magdalene Brentnall.

ACKNOWLEDGMENT.

Mrs. Jennings and family wish to thank all their friends for the many kind expressions of sympathy and floral tributes in their bereavement.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MAY 21, 1919.

HONGKONG AND SHIPPING.

The "War Driver," which left the slipway and took the water yesterday, is not the first standard ship to have been launched in Hongkong, but she is the first vessel of her kind built at the Tai Koo Dockyard. Therefore the event was of some considerable local significance. During the war, of course, shipbuilders here have been heavily handicapped by reason of lack of material, and in this instance the "War Driver" as well as three other boats of the same class would have been engaged in commerce ere this had it not been that the necessary steel could not be secured. It is true, as Mr. Ross Thompson said, that the reputation of Hongkong as a shipbuilding centre has gone far afield. The Imperial Government is aware now of what this Colony can do. But it might have learned the facts much earlier, and, if it had, especially if arrangements were made for the release of steel for building, this Colony would have contributed far more than it has towards offsetting the heavy losses caused by the U-boat campaign. But the blame for that does not lie at the door of the Hongkong yards, which have done their part splendidly since being entrusted with work for the Government. The war was practically over when the Imperial authorities came to realise that there was such a place as Hongkong and that it could, amongst other things, build ships.

The Commodore, in his speech at yesterday's launching ceremony, briefly made mention of Hongkong's shipbuilding facilities. He referred to the discovery of iron and coal in the vicinity of the Colony and expressed the view that no doubt one day it would become workable. That day will be the day when China wakes up to the enormous value of the hidden wealth which she possesses. With such a notoriously rich Province in minerals as Kwangtung next to our door, it ought to be possible for Hongkong to be supplied with all the raw materials that it needs for the shipbuilding and allied industries. And then, as the Commodore says, with the added advantage of a supply of cheap labour sufficient to meet all requirements, Hongkong ought to be able to compete with any yards in the world. That is a reasonable prospect; not a wild dream or a piece of imagination. And the possibility is well worth aiming at. If realised, it would, apart from anything else, "make" Hongkong. But shipbuilders and shipowners can learn too, as the Commodore showed when he made mention of the manner in which the Germans, before the war, made ships to fit the trade, not the trade to fit the ships. There must be the progressive outlook all round if this Colony is to go ahead in the supplying of ships in the days to come.

The closer union which the war has brought about between the Royal Navy and the Mercantile Marine was emphasised in some of yesterday's speeches. And it was fitting that that should be so. Especially gratifying was it to hear Commodore Gurner urging the necessity for better conditions of life at sea—a point which seldom occurs to us who spend our time on land. Bad conditions aboard ship must mean a poor type of mariner. And that in turn works to the common disadvantage of all. Happily, the Mercantile Marine to-day is composed of a better type of man than ever before, and the war has shown beyond all doubt what an asset the Empire has in these men. With good ships, steady men and comfortable conditions aboard, the British Mercantile Marine need not fear for the future. These essentials assured, we shall more than uphold the great sea traditions which have been handed down to us from past generations.

NOTES AND COMMENTS.

THE BRITISH BUDGET.

Mr. Austen Chamberlain, the Chancellor of the British Exchequer, has inherited a *dumosa hereditas* inasmuch as he has to find ways and means to provide for a deficit of £115 millions in the coming year, the revenue being assessed at, on the existing basis of taxation, £652 millions and the expenditure at £776 millions. Additional burdens are to be laid on the already bowed back of the taxpayer. The burden of debt is also very formidable, making allowance for all our assets and all indemnity that one may expect to get from the enemy. The Chancellor emphasised the abnormal character of the finance of 1919-1920. The financial statement is on a scale far exceeding any that has ever been known at any time or in any country. The new proposals that Mr. Austen Chamberlain has made to meet the enormous deficit have apparently been received favourably, though they will mean an additional burden to a load which has already been far from light. The spirit duty has been increased from 30 shillings to 50 shillings a gallon; beer from 50 shillings to 70 shillings a barrel (the two estimated to produce an additional revenue of £44 millions in the present year), and death duties increased to produce £10 millions more. These are the principal and practically the only things on which the Chancellor is going to lay hands to trim his sail.

THE NATIONAL DEBT.

The National Debt is soaring up. At the outbreak of the war it stood at £640 millions, and on March 31st last it was at £7,435 millions. This is enough to flatten us. The wiping out of this colossal debt will take generations. On the asset side of this prodigious debt are the obligations of the Allies and Dominions for loans advanced during the progress of the Great European War, of £1,739 millions, of which the Dominions owe the Mother Country £171 millions and £1,568 millions are due from the Allies. We have so far assumed that these advances will be repaid, but we must make allowance not only for what is happening in Russia (which owes us £568 millions) but for the possibility that for years to come we may not be able to rely on receiving the interest due to us by all our Allies. Belgium and France, for instance, are already pleading bankruptcy. France has to pay us £434 millions and Belgium £286 millions. Accordingly, we should write down the advances by one-half and after deducting the debt due by the Dominions in full and the obligation of India in full, the estimated National Debt at the end of the current financial year is reduced to about £6,450 millions, if Mr. Austen Chamberlain, as he says he is confident of doing, succeeds in making expenditure and revenue meet.

OTHER POINTS.

An interesting item of news in the Chancellor's Budget speech is the fact that it is not proposed to proceed with the luxury tax. The general principle, as regards the luxury tax adopted by the French Government was adopted in England. The French rate was 10 per cent., but the English rate was rather lighter, assessed at two shillings or one-sixth of the amount. Mr. Bonar Law who levied this luxury tax was disappointed as its imposition had not secured to the revenue of the country a very considerable addition. It is very interesting to find Mr. Chamberlain emphasising the necessity for severe economy. It is quite impossible for us to go on as we are going on without becoming a bankrupt nation. Ministers, instead of retrenching, are increasing expenditure. There are hordes of unnecessary Government officials. The unemployment donation, amounting to £1,300,000 weekly, is a premium on idleness. If things go on as they are going on at present, the day of reckoning will come. All unnecessary expenditure must be cut down. The situation is quite grave, without any exaggeration. The British Government should study economy. The present House of Commons, elected in a spasm of hectic emotion, has no natural love for a sober-clad virtue like economy, but it is beginning to show concern about the extravagance of the Government.

DAY BY DAY.

YOU MAY KNOW SOME MEN IF YOU KNOW SOME PEOPLE THEY KNOW.

During yesterday there were notified five cases of plague (two fatal), three of cerebro-spinal fever (one fatal) and one fatal occurrence of enteric. All were Chinese.

A report of an accident has been made to the Police. The six-year old daughter of a lighter-man was drowned by falling overboard from the lighter which was lying off the M.B.K. godown at Yaumati.

The s.s. Quinnebaug, which has been chartered by the Douglas Lapraik Company, is the old German vessel Pontong, which used to be on the Bangkok-Hongkong run. When America declared war against Germany, the s.s. Pontong was lying near Manila. She was seized by the Philippines Government and rechristened the Quinnebaug.

A Chinese visited a house in Sai Wan Ho to pay his respects to his two friends. The friends not being at home, he took his leave, and also a bundle of clothing. Going out of the house, he was greeted by some blank shots fired from the revolver of an alert constable. The bundle of clothing was taken from him and he was to-day put into gaol for one month.

A Chinese who was found in possession of a revolver was described by Inspector Grant to-day as having mixed with bad characters. In consequence of information received, a detective was sent to Hollywood Road, when he arrested the Chinese and found the revolver stuck in his girdle. Mr. R. E. Lindsell inflicted a fine \$300 with the alternative of six months' hard labour.

Lizards as an article of medicine are highly esteemed by the Chinese. In hawking these animals, a Chinese omitted to take out a licence and was arrested. Mr. R. E. Lindsell, in trying the case this morning, was under the impression at first that the lizards were used for food. Inspector Brazil, however, enlightened him as to the real use to which the lizards were put. The hawk was fined \$3, or seven days.

The two Chinese who were arrested on Saturday night at Bridges Street were this morning charged before Mr. R. E. Lindsell with complicity in the recent armed robbery on a goldsmith's shop at No. 282, Queen's Road West. The prosecuting Police Officer, Inspector Grant, stated that a quantity of the loot, about \$60 worth, was found on one of the prisoners. At an identification parade, the prisoners were identified by the assistants of the shop as being amongst those who took part in the robbery. The hearing of the case was fixed for Thursday, next week.

The following is from the N.C. Daily News Scottish letter:—Staff Sergeant-Major J. G. Rogers, R.A.S.C., son of Captain Rogers, Elgin, has been awarded the M.M.S. for valuable services rendered in connection with the war in record offices. The Sergeant-Major, who has served 18 years in the Army, was in Hongkong when war broke out. He volunteered for active service, but on coming to this country was retained at Woolwich. His father and five brothers were serving; three of his brothers have made the supreme sacrifice, and one, Lieut Rogers, had the honour of transferring the colours of the 16th Seaforths from Elgin to Germany.

THE S.S. NEURALIA.

LATEST NEWS.

The latest news of the s.s. Neuralia is that the alterations to the vessel, which have been carried out in Shanghai, are practically completed, and she is expected to reach Hongkong on about the 28th of this month. Although many berths have been reserved from Hongkong, it is impossible to state at present exactly the amount of accommodation that will be taken up, since the Hongkong passenger list is far from complete.

MODERN MODES.



A dainty hat in turquoise blue braid with old-fashioned flowers and double faced ribbon of blue and black.
Novel idea for sleeve is also shown.

Designs of the Moment by "Sacha."

Unexpected is the best way to describe the styles in hats. Short in the back, long in front, following the director's model with, in many cases, most of the trimming in the rear, are the prevailing lines for the new hats. The shapes are very novel, perked up or turned down at the most unexpected angle.

Trimming is usually along the brim.

We are getting more and more Directors in our tastes. On the boulevards one can see dainty little Parisiennes, nearly always accompanied by a boy in khaki, trotting along in a skimpy frock, a voluminous Director's cloak, with a huge collar and a coal-scuttle bonnet—it is really impossible to call it a hat—which would have delighted our great-grandfathers. And charming these ladies look! Only, the tendency is to shorten the back of the brim and to lengthen the front in rather a violent manner. 'Tis a pity! A cloche hat, with the brim slightly shorter at the back than in front, is immensely becoming. Let us keep to it then—if we can.

Straw hats and those made of fabrics are equally popular. Frequently straw is combined with material such as taffeta and Georgette crepe with charming effect. Ribbon hats are in great demand by the younger women and girls, because ribbon hats match sweaters and sports coats so perfectly. A fine grosgrain is usually the ribbon employed to develop these hats, though effective models are made of Georgette satin ribbon.

Hats of calico and gingham are worn with matching gowns and parasols in colour and picturesque array. Gaily flowered chintz crowns are frequently mounted on straw brims of rose, yellow, old blue and black.

Leghorn hats will be popular for dress wear and also for sports use. The large floppy shapes are used for dress. They are faced, wired and bound in a variety of ways. Chiffon, taffeta and ribbon in shades of old blue, pink and coral, bind these hats of tawny straw. Flowers invariably trim them. The sports models of leghorn are blocked in sailor shapes with high crowns. Velvet ribbon is a favourite trimming for these hats and biadere bands of brilliantly striped taffeta is another popular treatment of the leghorn sports hat.

Very dainty are the medium and larger picture hats of organdie and occasionally georgette for in-between wear. The organdie bonnets, however, will

be very popular in warm weather when dainty little summer frocks are in evidence.

Black lace hats compete with picture shapes of liere straw for extreme dress. Black net hats with cordings of black satin are charming accessories of lovely light coloured summer gowns. Bronze net also makes effective hats, especially when worn with the soft pastel shades.

Perhaps one of the most fascinating accessories of feminine attire will be the bags used this season. They are, of course, still leaved, but they have never been more beautiful than now. Many of the old beaded bags, used probably by our grandmothers, have been bought in quaint old towns, and are now on the market, presenting some of the most exquisite workmanship and odd colouring. Few of the modern-made bags can vie in beauty with these. They are made in square shapes, and also appear in the demure little miser-bag with its two pouches which was in use in crinolene day.

Taking every part of women's apparel into consideration, there is no article in the category of either garments or accessories that shows such lightning changes as do purses and handbags. While it may have been possible at one time to purchase a handbag at the beginning of the season and have it remain in fashion or six months or a year, such a thing would in these days be nothing short of a miracle. Two bags a year do not begin to fill the requirements of even the least aspiring of women. With four bags a year one might be expected to struggle along somehow. This, as you see, takes us into the seasons, spring, summer, autumn and winter. Each of the seasons has a type of bag considered correct, according to the dictates of the prevailing fashions in vogue for that season.

One season it may be velvet and another satin that is quite the thing. Colour too, is of vital importance, and the light coloured bag of summer time is quite out of place in the early autumn. These bags are only one of the ways in which women are showing that they retain their love of luxury in little nothings, for it is on these seeming little nothings that one may squander vast sums of money. The busy rushing world seldom takes into consideration the expense of a detail of woman's costume or the expense attached thereto. Yet very often the money spent on these trifles outweighs the cost of the frock with which they are worn.

TO-DAY'S MISCELLANY.

A Queer Street Name is the heading which the *Daily Chronicle* gives to the case of a man charged with gambling in Labour in Vain Street, Shadwell. The place is not mentioned in the Directory, but there was a well known Labour in Vain court which was demolished to make room for Queen Victoria Street. The name is not Scriptural, as might be thought; it is derived from an inn so called, whose sign, depicting two women scrubbing a negro, was intended to bid defiance to certain women brewers who had set up in competition. It is a pity that so quaint and distinctive a name should have disappeared.

It is twenty-five years since Mr. Arthur Morrison wrote his "Tales of Mean Streets" and "A Child of the Jago," taking for his scene of action Bethnal Green, which has come into the limelight owing to the Queen's interest in its housing conditions. The Old Jago was a notorious area, and though it has been cleared away by the County Council, it has left others like it elsewhere in the district. It was bounded on one side by Shoreditch High street and on another by Bethnal Green Road, and Mr. Morrison described it as "the blackest pit in London," while Jago court, right in the centre of it, was "the blackest hole in all that pit." Brady Street, which the Queen visited figures in the "Tales," and there was a gang of "Brady-laners" who fought the "Causeway chaps" with sticks and belts whenever the two met. In the novelist's view—and he had studied the district thoroughly as secretary of a philanthropic society—"utter remoteness from delight" was the keynote of the byways of Bethnal Green.

What will be the outcome of the film actors' combine in America cannot be predicted with any accuracy yet. Having secured Mr. D. W. Griffith as their director and Mr. McAdoo as their legal adviser, Mary Pickford, Charlie Chaplin, Douglas Fairbanks and William Hart—earning in the aggregate £400,000 a year—have combined to beat the Film Producers' Trust. Their aim it is stated, is to secure artistic development of the cinema industry, to do away with the enormous profits of middlemen and like objects—and incidentally to increase their own salaries. This amalgamation is only one of many which are taking place almost daily in England and in Western Europe. If better films are one of the results that come, the combines will not have been in vain, though we can scarcely picture Charlie Chaplin doing a comic "stunt," Mary Pickford playing the pretty heroine, Douglas Fairbanks the dashing hero, and William Hart the hoary villain all in the one film. The result to say the least, would be stupendous!

Although it is thirty years or so since Archbishop Thomson, of York, died, there are many people still who remember him, and to most of them I fancy, he appealed strongly as a Churchman of an admirable type—though, as one of his biographers has written, he "might not have been a scholar like Markham or Sumner, nor a man of affairs like Wilberforce, nor have the intellect of a Thirlwall, nor the eloquence of a Liddon." He was a man, despite his old fashioned Toryism, of sound common sense and of great breadth of mind; a good sportsman (and so on the best of terms with his North country flock), and a man of the world. He had to make his own way, but promotion not only came to him, but came rapidly, and he was always making friends, whether as "Soapy Sam's" curate at Cuddesdon, as Provost of Queen's, or on the travels in which he delighted. Bishop Wilberforce made a jest of this rapid progress in fact, which I find quoted in Mrs. E. H. Thomson's "Life and Letter of William Thomson, Archbishop of York," which Mr. John Lane has just published. "It is a curious thing," someone said to him, "that when ever Mrs Thomson presents her husband with a baby, the Archbishop of York has always got preferment"; to which the Bishop replied: "Mrs Thomson had better be very careful, because there are only Canterbury and Heaven before him!" He was no great statesman, or reformer, or even controversialist; but the letters and diaries are full of good things, both grave and gay, and in the hands of a skilful editor they will be a most acceptable volume.

YEE SANG FAT CO.

**B.V.D. Coat-Cut undershirts and
Knee Length Drawers**



"Oh Yea Sir. The Red
Woven Label is always
sewn in a B.V.D.
garment."

Anyone who sells you underwear without the
label and calls it 'B.V.D. Style' is putting some-
thing over on you. 'B.V.D.' is a trade mark
and not a style."

British Lisle Socks

White, Black and Gray, with or without clx.
75cts, 1.00 and 1.25 Pair.

American Silk Socks

White, Black and Colours.
\$1.25 a Pair.

YEE SANG FAT CO.,

Queen's Road, and D'Aguilar Street.
TELEPHONE 1355.

WAR COMFORTS.

QUEEN MARY'S NEEDLE- WORK GUILD.

The Hongkong Branch of the
above Guild issues the following
report for April—

City Hall Work Party, under
Mrs. Stabb.—222 vests, 117
pyjamas, 58 shirts, 6 children's
pyjamas, 338 milk covers, 288
handkerchiefs, 84 pants.

Naval & Dockyard Branch,
under Mrs. Gurner.—16 shirts,
21 vests, 8 pants, 12 bedjackets,
16 socks, 1 pair gloves, 8 pyjamas,
3 body belts, 1 child's jacket, 1
long flannel, 2 stays, 1 boy's shirt,
1 petticoat, 4 blankets.

Catholic Women's League,
under Miss Loureiro.—9 pairs
socks, 10 mufflers, 2 sweaters, 21
knitted scrubbers, 16 mops, 100
khaki handkerchiefs, 120 food
and jug covers, 876 rolled band-
ages, 1230 sponge swabs, 8 wire
puzzles.

The following letter has been
received—

OFFICE OF RED CROSS COMMISSIONER

Mes. Ex. Force,
Basrah, 12th February 1919.

Dear Madam,
The Commission of the British
Red Cross and Order of St. John
in Mesopotamia and in Persia—
which I have the honour to
represent—is now demobilising
and after March 1919 will return
to England. I beg to take this
last opportunity of thanking you
and the Association which you
represent for your many and
generous gifts and comforts for
the sick and wounded in those
countries.

During the three years that I
have been in Mesopotamia, Red
Cross gifts have poured in a
ceaseless stream into our Base
Headquarters Depot at Basrah
from every quarter of the Empire.
British and Indian patients in
hospital throughout the whole
theatre of operations—from the
Persian Gulf to Anah on the
upper Euphrates, to Mosul nearly
1,000 miles up the Tigris
and to Baku on the
Caspian—Sea—have alike
received your gifts through one
or other of our many Red Cross
Depots in Mesopotamia and in

CORRESPONDENCE.

[To the Editor of the "Hongkong
Telegraph."]

CRUELTY TO ANIMALS.

Sir,—Having read the article
in your paper last night about the
three Chinese who were convicted
of brutally killing a dog by
immersing it in boiling water and
then shaving it to prepare it for
cooking, I was greatly surprised
and disappointed to see that the
Magistrate let them off with six
months' imprisonment only,
when the cowardly brutes ought
to have been severely horse-
whipped or given a dose of the
treatment they meted out to the
poor dog, and then, in addition,
they should have got anything
from three to five years' hard
labour. The whole affair is
cruelly disgusting, the more so
as it appears there has been a
regular business of thieves being
sent out to steal dogs for this
purpose.

Having lost a good dog and
believing now that he may have
met his end in this way, I feel
that the Magistrate ought to have
been much more severe in his
sentence on these unnatural
fiends and so made an example
of them that would have prevent-
ed anything of the kind happening
in this Colony again. I con-
gratulate the Police for their
capture in this case.

Yours, etc.,
FOND OF DOGS.
Hongkong, May 20, 1919.

Persia. Not only on behalf of
the Red Cross but on behalf also
of the sick and wounded, whom
in some measure I can claim to
represent, I thank you most
warmly for your unsparing efforts
on behalf of the hundreds of
thousands of men who have been
admitted to the Hospitals of the
Mesopotamian Expeditionary
Force.

Yours truly,
(Signed) S. M. MOLLER,
Lieut-Colonel,
Red Cross Commissioner.

NORTHERN CHINESE ATHLETES.

ENTERTAINED IN
HONGKONG.

Passing through the Colony on
their way back North were a
party of 32 Northern Chinese
athletes who arrived here by the
Wosang from Manila where they
took part with much credit
in the Far East Olympiad. The
party, which is under the direction
of a manager and three trainers,
two of whom are Americans,
forms the first batch returning
home, from a total number of
55 youths sent by the North to
represent China at the Games.
Owing to the lack of sufficient
shipping accommodation, the
remaining 23 Northern athletes
have been held back at Manila.
They expect to return in com-
pany with the Southern athletes
by the Empress of Asia.

Whilst in the Colony, the party
stayed at the Chinese Y.M.C.A.
buildings. At a tea-party given
yesterday by the Chinese Recrea-
tion Club, at which they were
guests, Mr. J. M. Wong, the Pre-
sident of the Club, in an interest-
ing speech, said that they met
there that day under the auspices
of the Hongkong Chinese
Amateur Athletic Association;
and on behalf of the Committee
and members of that organiza-
tion, he had very great pleasure
in extending a hearty welcome to
the guests, who were representa-
tives from the Northern and Cen-
tral parts of their country to
complete for honour in the Far
Eastern Olympic Games recently
held in Manila. On such an
auspicious occasion as that day's,
he should have addressed them
in the official language of their
country, but unfortunately his
knowledge of the tongue was
such that he must crave their kind
indulgence for speaking in Eng-
lish which he had no doubt they
spoke with greater fluency than
he could. They (the members of
the Club) had heard of the success
their guests had achieved in
Manila and they offered them
their hearty congratulations. To
those of their guests who had
won prizes, they wished them
very many years in which to en-
joy their possessions (Applause),
and to those of them who had un-
fortunately failed to achieve suc-
cess, they would encourage them
to persevere and practice up, so
that when the next Olympiad
took place, they would be sure to
capture prizes (Applause). They
all knew that in order to achieve
success, one must have not only
physical strength and an alert
mind but also a spirit of
Union and suffer-
ance which was necessary in
these onerous days of internal
strife and external humiliation.
No effort should be neglected
which could tend towards pro-
ducing such qualities and virtues
in a man, which were not to be
despised but strenuously fostered.
Such being the case, it
would give more courage to their
country to take up sports and
physical culture. The more they
strived in this direction the better
it would be for the present and
future of their present-day
Unhappy country. A sane mind
could only exist in a sane body.
Physical culture produced health
and strength, and a strong and
healthy body begot a sane mind.
China needed to-day above all
else, a large number of men
physically strong, mentally bright
and morally good who
could work together harmonious-
ly and with unselfishness,
so that every means that could
help to produce such men to save
their country, must certainly be
employed. He (the speaker)
certainly thought that physical
culture and sports were
amongst such means. He ex-
pressed the hope that their
sports, when they returned
would encourage physical culture
and help to create a sporting
spirit in their various immediate
neighbourhoods. Their stay in
the Colony was necessarily a
brief one, but he hoped it was
a pleasant one. He expressed,
on behalf of Hongkong sports-
men, the latter's pleasure in
having met them that day.
(Applause).

Mr. Chan Hao Tin, the
manager of the athletic party,
in returning thanks for the
hospitality extended to them by
their hosts, reciprocated their
feelings. He hoped that
when they got back
to Central China they would
practice for the next com-
petitions.

The party broke up after a
pleasant half-hour. The Northern
athletes proceeded to the North
to-day by the Columbia.

NOTICES

DAIRY FARM NEWS.

SAVE YOUR

CLOTHING, FURS & CARPETS

by storing them in our Cold Stores for the Summer months
where no moths or vermin can attack them. For particulars
as to packing and rates apply to—

THE DAIRY FARM, ICE & GOLD STORAGE
COMPANY, LIMITED.

GERIN, DREVARD & CO.

ST. GEORGE'S BUILDINGS. Tel. 114.

AND AT CANTON.

IMPORTERS & EXPORTERS
MACHINERY MERCHANTS

"FRISCO STANDARD" MARINE ENGINES, "COPPER
QUEEN" BELTING, "SKOOKUM" PACKING, ELECTRIC
MOTORS, GENERATORS AND OTHER
ELECTRICAL APPARATUS.

ACME PACKING COMPANY

— CHICAGO —

RED CROWN BRAND
CANNED MEATS

EXCLUSIVE AGENTS.

THOS. W. SIMMONS AND COMPANY.

FUNERAL.

THE LATE MR. H. C.
JENNINGS.

The funeral of the late Mr.
Herbert Cecil Jennings whose
death occurred on Monday, took
place in the Protestant Cemetery,
yesterday afternoon. The Rev.
V. H. Copley Moyle officiating.
The funeral, which was of a
military character, was very
largely attended, which testified
to the high esteem in which the
deceased was held.

Nearly the entire staff of
Messrs. Jardine Matheson and
Company was present including
Mr. J. Johnstone, Mr. C. W.
Beswick and Mr. G. M. Shaw.
Also Major Wakeman, Capt.
Brawn, now commanding the
Cadet Company of which the
deceased was a member, Lieut.
Col. Coles, R. A. O. C., Lt.
Stevens, R. A. O. C., representa-
tives of R. G. A., R. E. and Man-
chester Regt. and Messrs. Gerrard
and Steward, secretary and cap-
tain respectively of the Hongkong
Football Club for which deceased
played. The chief mourners were
the mother and two sisters
of the deceased. The cortege
which was preceded by the bug-
lers and drummers of the Cadet
Company passed the monument
at 5.15 the Coffin, covered by the
Union Jack, being drawn by the
comrades of the deceased. The
pall-bearers were Master Gunner
May, R.G.A., Staff Sergeant
Major Harrow, R.A.S.C., R.S.M.,
Tatton, R.G.A., Sergeant Major
Mason, R.A.O.C., Sub-Conductor
Harding, R.A.O.C. and Q.M.S.
Smith, R.G.A.

Many beautiful wreaths were
sent including one from the
mother of the deceased, His
Excellency the Officer Admin-
istering the Government, Hon.
Mr. Claud Severn, Major G. H.
Woodman, Staff of Jardine Mathe-
son and Co., members of the R.E.
W.O.'s and N.C.O.'s mess, Messrs.
William C. Jack and Co.,
members of 87 Co. R.G.A.'s mess,
Imports Dept. Canton Insurance
Office, Hongkong Football Club,
Hongkong Football Association,
members of the Royal Naval
Dockyard Police Mess, members
of the H.K.D.C.'s Cadet Company,
No. 2 Section H.K.S. R.G.A.
Sergts. mess, 88 Co. R.G.A.
Sergts. mess, members of the
R.A.M.C.'s mess, Garrison Sergts.
mess, R.A.S.C. warrant Officers
and men of detachments, Lieut.
W. Stevens, Mr. and Mrs. Searle,
Messrs. G. F. Fleming, W. Mace,
P. Pasco, G. Gerrard, H. M.
McTavish, S. M. Mason and Mr.
and Mrs. G. Wright.

COMPANY REPORT.

PEAK TRAMWAYS CO., LTD.

The report of the Directors of
the above Company, for the year
ending 30th April, states—

The Net Profit for the
twelve months, after
deducting Directors'
Fees and General
Managers' Remun-
eration, amounts to \$22,812.48
To which has to be added
the Balance
brought forward from
last account ... 2,946.08

Making available for
appropriation ... \$25,758.56
The Directors recommend that
a dividend at the rate of 7 per
cent. per annum be paid to share-
holders, absorbing \$21,000.00, that
the amount at debit of Electrifica-
tion Scheme expenses, viz., \$944-
35 be written off, and that the
balance of \$3,814.20 be carried to
a new Profit and Loss Account.

Directors.—Dr. J. W. Noble and
Hon. Mr. David Landale having
resigned, their places have been
filled by Messrs. A. O. Lang and
John Johnstone respectively. In
accordance with Rule 73 of the
Company's Articles of Association,
Mr. J. Scott Harston, Mr.
C. S. Gubbay, Hon. Sir C. P.
Chater, C.M.G., Mr. A. O. Lang
and Mr. John Johnstone retire
but offer themselves for re-
election.

Auditors.—The accounts have
been audited by Messrs. C.
Bernard Brown and A. B. Lowe,
who offer themselves for re-
election.

HENRY HUMPHREYS,
Chairman.
Hongkong, 17th May, 1919.

TO LOOK WELL AND FEEL WELL.

daily regularity is essential. Con-
stipation is the root cause of dis-
ordered liver; sick headaches,
biliousness, foul breath, pimples
and a host of other ills.



dispel constipation and promote
regularity, they do not gripe or
purge, but act as gently as nature.
Chemists sell them, also at 60
cents the vial, post free, from The
Dr. Williams' Medicine Co., 26
Beecham Road, Shanghai.

NOTICES



WASHING COATS

Cool in wear, light weight,
durable and wash splendidly

NEW STOCK JUST RECEIVED.

MACKINTOSH

& CO., LTD.

Men's Wear Specialists.

16, Des Vœux Road.

Telephone 29.



Powell

TELEPHONE 346

GENTLEMEN'S COMPLETE
OUTFITTERS.

The house for the best selection of

SUN HATS.

CORK, RUBBER, PITH.

Smart and useful shapes stocked only

IN
SUPERIOR QUALITIES.

SOLE AGENTS FOR—

GLYN & CO's.

SUN HELMETS
STRAW & FELT
HATS.

NEW RECORDS

LARGE

SHIPMENT

JUST ARRIVED

THE ANDERSON MUSIC CO., LTD.

(THE COLUMBIA SHOP.)

16, DES VŒUX ROAD.

TEL. 1322.

JAMES STEER.

9, ICE HOUSE STREET.

WATCHMAKER AND JEWELLER.

CHRONOMETERS, CLOCKS, WATCHES AND NAUTICAL

INSTRUMENTS REPAIRED UNDER MY

PERSONAL SUPERVISION.

TEL. 2877.

TEL. 2877.

SINGON & CO.

IRON & STEEL PRODUCTS

BEST TERMS. COMPLETE STOCKS

Telephone No. 515.

Established 1878

P. & O. - BRITISH INDIA **AND** **APCAR LINES**

(COMPANIES incorporated in ENGLAND)
TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN
GULF, AUSTRALASIA, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA,
RED SEA, EGYPT, EUROPE, ETC.
SAILINGS FOR
LONDON via COLOMBO, PORT SAID & MARSEILLES

S.S.	leave Hongkong a'out	Due Marseilles about	Due London about
NEURALIA	28th May, noon	30th June	8th July
FOR SINGAPORE, COLOMBO & BOMBAY.			
DILWARA	24th May, noon	due Bombay about 10th June	
FOR CALCUTTA via STRAITS & RANGOON.			
ARRATON APCAR Eariv June due Calcutta, June.			
FOR SHANGHAI & KOBE.			
ARRATON APCAR 20th May, noon			

WIRELESS ON ALL STEAMERS.
For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & CO.
22, Des Voeux Road Central, HONGKONG. Agents.

CANADIAN PACIFIC **OCEAN SERVICES** **LIMITED**

PACIFIC SERVICE
SAILINGS FROM HONGKONG TO VANCOUVER
VIA
Shanghai Nagasaki (or Moji) Kobe & Yokohama.

Steamer	From Hongkong	Arrive Vancouver
EMPRESS OF ASIA	18 June	31 June
EMPRESS OF JAPAN	25 June	16 July
EMPRESS OF RUSSIA	10 July	28 July
MONTEAGLE	22 July	16 Aug.
EMPRESS OF ASIA	7 Aug.	25 Aug.
EMPRESS OF JAPAN	20 Aug.	10 Sept.
EMPRESS OF RUSSIA	4 Sept.	22 Sept.
MONTEAGLE	27 Sept.	22 Oct.
EMPRESS OF ASIA	2 Oct.	20 Oct.
EMPRESS OF JAPAN	15 Oct.	5 Nov.
EMPRESS OF RUSSIA	30 Oct.	17 Nov.

"FARES HONGKONG TO EUROPE"
EMPRESS OF RUSSIA Gold \$49.00
EMPRESS OF ASIA Gold \$49.00
EMPRESS OF JAPAN Gold \$436.00
MONTEAGLE Gold \$436.00
Payable in Local currency at demand rate on New York.

For particulars regarding passage, fares, and rates of freight, apply to
P. D. SUTHERLAND,
General Agent, 1, JARDINE'S DEPARTMENT, Phone 752.
For freight rates and through bills of lading, apply to
J. M. WALLACE,
General Agent, Phone 42.

PACIFIC MAIL S.S. CO. **U. S. MAIL LINE.**

Operating the new First Class Steamers
"EQUADOR," "VENEZUELA" and "COLOMBIA,"
14,000 tons Each.
Hongkong to San Francisco,
via Shanghai, Kobe, Yokohama and HONOLULU.
THE SUNSHINE BELT.
The most Comfortable Route to America and Europe.

Sailings from Hongkong at noon	Arrive
S.S. "COLOMBIA"	21st May, at noon.
S.S. "VENEZUELA"	18th June.
S.S. "EQUADOR"	16th July.

These steamers have the most modern equipment including overhead electric fans and electric lighting ALL LOWER BERTHS & Large Comfortable Staterooms (all single and two berths only.)
The Safety and Comfort of Passengers is our First Consideration. Special care is given to the cuisine, and the attendance on passengers cannot be surpassed.
Tickets are interchangeable with the Nippon Yusen Kaisha and the Canadian Pacific Ocean Services, Ltd.
For further information, rates, literature, schedules, etc., apply to—
Company's Office in
ALEXANDRA BUILDING.
Chater Road.
Telephone No. 141.

AMERICAN EXPRESS COMPANY.

BANKERS AND FORWARDERS.
ESTABLISHED—1841.
HEAD OFFICE—65 BROADWAY, NEW YORK
CAPITAL AND SURPLUS—U. S. \$35,000,000.00
LONDON OFFICE—84, QUEEN STREET, E. C.
6, Haymarket, S. W.
11, Ebury Street, S. W.
Branches & Agencies—throughout the world.
General Banking and Foreign Exchange.
We maintain Foreign Trade and Travel Bureaus.
American Business a Specialty.

NIPPON YUSEN KAISHA. **(JAPAN MAIL S.S. CO.)**

Destination Steamer & Displacement Sails hence

SHANGHAI, KORE & YOKO- HAMA	Mishima M. T. 15,950	MON. 8th June at 11 a.m.
NAGASAKI, KORE & YOKO- HAMA	Tango Maru T. 18,560 Nikko Maru T. 9,600	FRI. 8th May at 11 a.m. SAT. 8th June at 11 a.m.
SHANGHAI & KORE	Kaga Maru T. 12,300	FRATUR. 31st May at noon.
LONDON & Antwerp via S'pore, Penang, Colombo, Suez and Port-Said	Aki Maru T.	THURS. 22nd May at 11 a.m.
MELBOURNE via Manila, Zam- boanga, Thursday Is., Town- sville, Brisbane & Sydney	Tatsuno M. T. 14,930 (Cargo only)	TUESDAY, 27th May.
NEW YORK via Japan	Kirin M. T. 7,750	SATUR. 24th May.
BOMBAY via Singapore and Colombo	Tenzan Maru T.	MONDAY, 19th May.
CALCUTTA via Singapore, Pen- ang and Rangoon		

Operating Hongkong & S'pore. *Wireless Telegraphy
HONGKONG-VICTORIA, S.C.-SEATTLE via MANILA, KIELUNG, SHANGHAI,
NAGASAKI, KORE, YOKOCHI, SHIMIZU, YOKOHAMA AND VICTORIA.
*Suez Maru, "Kashima Maru," "Katori Maru," each of over 10,000 tons displacement.
*Fushimi Maru SUN. 22nd June, at 11 a.m.
*Katori Maru SUN. 13th July, at 11 a.m.
For further information apply to
NIPPON YUSEN KAISHA.
S. YASUDA, Manager.
Telephone Nos. 292 & 293.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.
FAST AND LUXURIOUS MAIL STEAMERS.
Sailings from Hongkong—Subject to change without notice.

Steamers	Leave Hongkong
SHIRYO MARU	23rd May.
SIBERIA MARU	24th May, from Yokohama.
PERSIA MARU	13th June.
KOREA MARU	26th June.
YOKO MARU	21st July.
NIPPON MARU	7th July.

SOUTH AMERICAN LINE.
HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU,
SAN FRANCISCO, SAN PEDRO, SALINA CRUZ,
BALBOA, CALLAO, ARIKA AND IQUIQUE.
THENCE BY TRANS ANDERSON ROUTE TO BUENOS AIRES.
Steamers Leave Hongkong:
KITO MARU 11th July.
SEIYO MARU 4th Aug.

Passengers may travel by rail between ports of call in Japan free of charge.
For full information as to rates, sailings, etc., apply to
T. DAIGO, Manager.
KING'S BUILDINGS.
Telephone Nos. 2374 & 2375.

JAVA-PACIFIC-LYN

FOR SAN FRANCISCO VIA MANILA
S.S. "SOERAKARTA"
Will be despatched as above on or about
May, 31st, 1919.
For freight apply to—
JAVA-CHINA-JAPAN-LYN
Agents.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.
"NANKING" "CHINA"
15,000 tons, American Registry (10,000 tons, American Registry)
SAILINGS FROM HONGKONG FOR
SAN FRANCISCO
VIA SHANGHAI, JAPAN PORTS & HONOLULU.
"NANKING" June 14th, 1919. "CHINA" July 2nd, 1919.
AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.
O. H. RITTER, Freight and Passenger Agent.
Prince's Buildings, Ice House Street. Tel. 1934.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)
JAPAN, CHINA & STRAITS
TO
UNITED KINGDOM AND CONTINENT.
For LONDON & ANTWERP Steamer "BASSANO"
For particulars of sailings shippers are requested to approach
be undersigned.
Subject to change without notice.
or to REISS & Co. Canton
Hongkong, 10, Apr. 1917.
THE BANK LINE, LTD.
General Agents.

SHIPPING NEWS.

BEAN OIL EXPORT.
Many contracts have been recently concluded to export bean oil to Europe and the United States, and the N.Y.K. decided to send the steamer Haryo Maru to Newchwang direct. Other shipping firms are also expected to send extra ships to Newchwang on a like errand.
BUILT THE DREADNOUGHT.
Sir Thomas Mitchell, constructor of the Dreadnought, has died at Southsea at the age of 74. A native of Belfast, he entered the service of the Admiralty at Chatham as a shipwright apprentice, and gained rapid promotion. He was selected by Sir John Fisher to build the battleship Dreadnought, and was appointed Chief Constructor at Portsmouth. Sixteen months was the time allotted to build the ship, but Sir Thomas, to the general surprise, had it finished in twelve.

RICHLY LADEN SHIPS FOR ENGLAND.
Millions of tons of food, wool, leather, tallow, and other much-wanted commodities are in Australia and New Zealand waiting shipment to Great Britain. Restrictions on import having been removed, it has been possible to move this mass of raw and finished material across the ocean, and every ship leaving Australasian ports is now "chock-a-block" with cargo. Ships of every British line are taking Australian troops home and bringing back cargoes of food-stuffs. The only remaining wartime restriction on this great trade (says the Daily Mail) is the preference given to wool, butter, and cheese. Every ounce of the latter food-stuffs that can be spared is to be shipped. Wool, instead of being shipped according to season, is now being sent in graduated quantities sufficient to keep all the mills of Yorkshire busy without overloading docks and railways.

GERMAN SHIPS IN JAVA AND SUMATRA.

It is reported that the British India Steam Navigation Company are taking over the German ships interned in Dutch East Indian ports, primarily to convey foodstuffs to Germany, says a Rangoon paper. There are a number of passenger vessels amongst them, including several N.D.L. boats, and no doubt, these can also be used for the conveyance of passengers home-wards. But whether the ships are passenger or cargo carriers they will need extensive refit before they can be used, for they have been idle for nearly five years in tropical waters and it is known that they are in bad condition. Amongst the German vessels in Java and Sumatra ports the following are the most important, with the gross tonnage of each: Anhalt 6530, Jarsterium 5045, Castell Pelesch 3464, Dra-chenfels 7002, Emden 6745, Freiberg 5811, Gerins 6550, Goldenfels 7438, Hagen 4110, Hoerde 5295, Hohenfels 5419, Imdensturm 5004, Iserlohn 4667, Kleist 8909, Linden 4108, Lubeck 4761, Luneburg 5819, Mark 6579, Numidia 5891, Offenbach 4338, Preussen 7997, Rheinland 6588, Roon 8171, Scandia 4596, Schon-fels 5592, Silesia 4489, Sithonia 5618, Stolberg 5886, Sydney 5594, Uthenfels 5577, Ulm 4736, Westmark 5870, Wismar 4626. There are also several smaller ships, principally passenger vessels engaged before the war on the branch lines of the North German Lloyd. Every great German shipping company is represented, especially the Hamburg-Amerika, the Hansa and the N.D.L. We understand (says a Siam paper) that the B. I. Company is acting for the Government. The vessels, it is stated, will be brought to Singapore for docking. On the subject a contemporary writer—"It is good news to hear that a British company, even if they are monopolists and a trifle 'naughty-like', is going to take over the German steamers interned in Java; but why on earth hasn't this been done long ago? One would have thought, that the first insistence of the Allies would have been to put all German steamers wherever situated, with, of course, the permission of the Germans and no injury to neutral feeling. Anyhow, better late than never. The present system of either wangling a medical certificate to the effect that one is no better than one ought to be or else making violent love to the agents is very trying to the nerves and takes a lot of doing this hot weather."

SHIPPING.

C. N. C.

CHINA NAVIGATION CO., LTD.
SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To sail
SHANGHAI	Suyang	22nd May at noon
SHANGHAI & TSINGTAO	Yingchow	25th May at 11 a.m.
SWATOW & BANGKOK	Huichow	26th May at noon
SHANGHAI	Teian	27th May at noon
WEIHAIWEI, OREFOO	Huichow	18th May at 3 p.m.
NORWANG & TTSIN	Sunning	29th May at noon
SHANGHAI & TSINGTAO	Kwangse	1st June at 11 a.m.
MANILA, CEBU & ILOILO	Taming	3rd June at 3 p.m.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.
Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (twice weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai avoiding the inconvenience of transshipment at Woosung.
BANGKOK LINE—Weekly service to and from Bangkok via Swatow.
For Freight or Passage apply to
BUTTERFIELD & SWIRE,
Agents.
Telephone No. 36.
Hongkong May 21, 1919.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tibodas	Java	17th May	21st May	Java
Timanoeck	Java	23rd May	24th May	Shanghai
Tillalip	Java	23rd May	28th May	Japan
Tijlilong	Japan	23rd May	30th May	Java

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."
For particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
York Building.
Telephone No. 1574.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.
Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.
FOR SWATOW, AMOY AND FOOCHEW AND RETURN.
(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Quinnebaug	J. Medina	FRI. 23rd May at 10 a.m.
Haitan	A. H. Stewart	TUES. 27th May at 1 p.m.
Haihong	J. W. Evans	FRI. 30th May at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to
Douglas Lapraik & Co.,
General Managers.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Projected Sailings from Hongkong—(Subject to Alteration).

For	Steamship	On
SHANGHAI via Ningpo	Wosang	Fri. 23rd May at d'light
SHANGHAI	Tungshing	Fri. 23rd May at d'light
KOBE	Kumsang	
TIENTSIN	Cheongshing	
SHANGHAI	Hopsang	
MANILA	Yuesang	
SHANGHAI	Kwongsang	
MANILA	Loongsang	
STRAITS & Calcutta	Fooksang	

CALCUTTA LINE.—This line is now being reorganized and will shortly afford frequent and regular sailings to Calcutta via Singapore and Penang.
Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.
All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified surgeon.
SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.
MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.
HAIPHONG LINE.—Sailings approximately weekly for passenger and cargo, calling at Haiphong, when indicated.
BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having no date accommodation for passengers.
Cargo taken on through Bills of Lading for Kadei, Jesselton, Labuan, Tawau and Lahad Duta.
TIENTSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin calling at Weihaiwei and Chefoo.
Under Straits Government Passport Regulations.
All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.
For Freight or passage, apply to
JARDINE MATHESON & CO., LTD.
General Managers.
Telephone No. 215.

FOR NEW YORK

BLUE FUNNEL LINE

S.S. "EURYBATES"
Will be despatched for NEW YORK Thursday,
June 5th.
For Freight and further particulars, apply to
BUTTERFIELD & SWIRE,
Agents.

SHIPPING

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"AMUR MARU" 2nd June. (Call Marseilles).

"ANDER MARU" Monday, 14th June

GENOA & BOMBAY—Monthly service. Taking cargo on through bills of lading with transshipment at Bombay to Co.'s steamers.

"BURMA MARU" Monday, 26th May.

"GANGES MARU" Monday, 26th May.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN AND CAPE TOWN VIA SINGAPORE.

"HAWAII MARU" 15th June.

BOMBAY & COLOMBO. Regular fortnightly service via S'PORE.

"BURMA MARU" Monday, 26th May.

"GANGES MARU" Monday, 26th May.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.

"UNNAN MARU" Sunday, 1st June.

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.

"NANKIN MARU" Sunday, 1st June.

VICTORIA, VANCOUVER & TACOMA VIA MANILA, KEELUNG, SHANGHAI, NAGASAKI, MOJI, KOBE, YOKKAICHI & YOKOHAMA.

"AFRICA MARU" 22nd May.

HAIPHONG—Three times a month service.

"DAITOKU MARU" Thursday, 21st May.

KEELUNG, TAKAO VIA SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

TAKAO VIA SWATOW AND AMOY.

"SOSHU MARU" Thursday, 22nd May.

KEELUNG VIA SWATOW AND AMOY.

"KAIJO MARU" Sunday, 14th May.

"AMAKUSA MARU" Sunday, 14th May.

JAPAN PORTS—MOJI, KOBE, YAKKAICHI & YOKOHAMA.

For sailing dates and further particulars please apply to—

Y. YASUDA,

Manager.

Tel. No. 744 and 745

No. 1, Queen's Building.

Y. K. K.

YAMASHITA KISEN KAISHA.

(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1

NANYO MARU No. 2

NANYO MARU No. 3

SODEGAURA MARU.

KYODO MARU No. 13

TAMON MARU No. 1

ASOSAN MARU.

CHEIAN MARU.

REGULAR SERVICE FOR
FREIGHT BETWEEN

HONGKONG,

BANGKOK

and/or

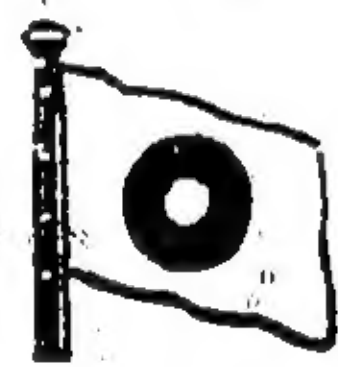
SINGAPORE.

For Particulars Please Apply to—

M. KOBAYASHI, Agent.

Tel. No. 140 & 155.

Top Floor, King's Building.



KUHARA SHOJI KAISHA, LTD.

KUHARA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (KOBE).

Branches and Representatives—

TOKIO, OSAKA, LONDON, NEW YORK, PARIS, ROME, BERLIN, PORT SAID, CALLAO, HAVANA, BOMBAY, CALCUTTA, COLOMBO, SINGAPORE, TAIPEI, YOKOHAMA, SAIGON, MANILA, CANTON, SHANGHAI and TIENTSIN.

Taking Cargo on through Bills of Lading to Pacific Coast, Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

CHU KYOKU TRADING CO.,

M. HASHIMOTO,

General Agents.

Telephone No. 2108.

THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

The following

U. S. Shipping Board Steamers

will be despatched for

SEATTLE, PORTLAND, VANCOUVER AND

SAN FRANCISCO.

"WESTERN KNIGHT" About June 15th.

"WEST MUMHAM" " 25th.

"WEST HEMATTIE" " Aug. 10th.

"WEST OELINA" " 15th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

JOHN J. GORMAN, GENERAL AGENT.

Telephones 2477 & 2478. 5th Floor, Hotel Mansions.

SHIPPING

THE DOLLAR S. S. LINE.

SAILINGS FROM HONGKONG FOR

VANCOUVER

via MANILA & SHANGHAI

STEAMERS "HAROLD DOLLAR" SAILING DATE
"BESSIE DOLLAR" about May, 22nd
about June, 24th

Through Bills of Lading issued to all parts of United States or Canada.

For particulars for freight apply to—

THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING

TEL. 795.

THIRD FLOOR

KONINKLYKE PAKETVAART MAATSCHAPPY

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN WAERWYCK"

will be de-patched on the 12th June, to—

Singapore, Penang and Belawan Dell.

This vessel offers excellent cabin-accommodation for saloon passengers.

Wireless Telegraphy.

For freight and passage apply to:

JAVA-CHINA-JAPAN LYN,

Agents.

Telephone No. 1574.

VESSLS LOADING AND TO LOAD.

Destination.	Vessel's Name.	For Freight Apply To	To be Des-patched.
--------------	----------------	----------------------	--------------------

JAPAN AND COAST PORTS

Haiphong	Daitoku M.	O. S. K.	22, May
Shanghai	Suiyang	B. & S.	22, May
Shanghai via Ningpo	Wosang	J. M. Co.	21, May
Kobe	Kumsang	J. M. Co.	23, May
Shanghai	Lungshing	J. M. Co.	23, May
Bombay via Ports	Pjumsang	J. C. J. L.	24, May
Shanghai	Kirin M.	N. Y. K.	24, May
Hongkong	Hopsang	J. M. Co.	24, May
Singapore, Colombo, & Bombay	Dilwara	P. & O.	24, May
Shanghai and Tsingtao	Yingchow	B. & S.	25, May
Genoa	Ganges M.	O. S. K.	23, May
Manila	Yoonsang	J. M. Co.	26, May
Bombay via Ports	Burma	O. S. K.	26, May
Japan Ports	Siam M.	O. S. K.	26, May
Swatow and Bangkok	Hupoh	B. & S.	26, May
Shanghai	Teon	B. & S.	27, May
Swatow, Amoy and Foochow	Haitan	O. L. Co.	27, May
Shanghai	Kwongsang	J. M. Co.	27, May
Japan	Philipp	J. C. J. L.	28, May
Shanghai	Junan	B. & S.	29, May
Manila	Longsang	J. M. Co.	30, May
Swatow, Amoy and Foochow	Hishong	O. L. Co.	31, May
Java	Tjillwong	J. C. J. L.	31, May
Straits and Calcutta	Fooksang	J. M. Co.	31, May
Shanghai and Tsingtao	Kwangse	B. & S.	1, June
Manila, Cebu and Iloilo	Taming	B. & S.	3, June
Shanghai, Kobe and Yokohama	Mishima M.	N. Y. K.	9, June
Nagasaki, Kobe and Yokohama	Nikko M.	N. Y. K.	21, June

NOTICE TO CONSIGNEES

H TOYO KISEN KAISHA

THE Steamship

"SHINYO MARU."

Steamer arrived from SAN FRANCISCO, HONOLULU, JAPAN PORTS and MANILA Thursday May 15th.

Consignees of cargo are hereby notified to present their bills of lading for counter-signment and take immediate delivery from alongside steamer or the company's godown, where all cargo impeding immediate discharge will be landed at consignees' risk.

Storage charges will be assessed on cargo remaining undelivered on and after Thursday, May 23rd.

All broken, chafed and damaged packages will be landed into the company's godown, where same will be examined on Monday, May 19th, at 10 A.M.

No claims will be recognised after the goods have left the steamer or godown and none will be entertained if presented later than three weeks after arrival of steamer.

No fire insurance whatever will be effected.

T. TAIGO,

Manager.

Hongkong, 15th May, 1919.

INDO-CHINA STEAM

NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES

From CALCUTTA, PENANG and SINGAPORE.

THE Steamship

S.S. "KUMSANG"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 27th inst. at noon will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognised.

No fire insurances will be effected by us in any case whatsoever.

Bills of Lading will be counter-signed by

JARDINE, MATHESON

& CO., LTD.

General Managers.

Hongkong, 20th May, 1919.

HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used A1: A.B.C. Fifth Edition: Engineering, First and Second Edition: Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR

Modern up-to-date plant operated by our own specially trained

workmen under expert European supervision.

All classes of light Steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &c., &c.,

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS—

NAME OF DOCK OR SLIP	LENGTH OF DOCK	BREADTH OF DOCK	DEPTH OF DOCK	DEPTH OF DOCK	DEPTH OF DOCK
KOWLOON					
No. 1 Dock, Kowloon	100	20	10	10	10
No. 2 Dock, Kowloon	100	20	10	10	10
No. 3 Dock, Kowloon	100	20	10	10	10
No. 4 Dock, Kowloon	100	20	10	10	10
No. 5 Dock, Kowloon	100	20	10	10	10
No. 6 Dock, Kowloon	100	20	10	10	10
No. 7 Dock, Kowloon	100	20	10	10	10
No. 8 Dock, Kowloon	100	20	10	10	10
No. 9 Dock, Kowloon	100	20	10	10	10
No. 10 Dock, Kowloon	100	20	10	10	10
No. 11 Dock, Kowloon	100	20	10	10	10
No. 12 Dock, Kowloon	100	20	10	10	10
No. 13 Dock, Kowloon	100	20	10	10	10
No. 14 Dock, Kowloon	100	20	10	10	10
No. 15 Dock, Kowloon	100	20	10	10	10
No. 16 Dock, Kowloon	100	20	10	10	10
No. 17 Dock, Kowloon	100	20	10	10	10
No. 18 Dock, Kowloon	100	20	10	10	10
No. 19 Dock, Kowloon	100	20	10	10	10
No. 20 Dock, Kowloon	100	20	10	10	10
No. 21 Dock, Kowloon	100	20	10	10	10
No. 22 Dock, Kowloon	100	20	10	10	10
No. 23 Dock, Kowloon	100	20	10	10	10
No. 24 Dock, Kowloon	100	20	10	10	10
No. 25 Dock, Kowloon	100	20	10	10	10
No. 26 Dock, Kowloon	100	20	10	10	10
No. 27 Dock, Kowloon	100	20	10	10	10
No. 28 Dock, Kowloon	100	20	10	10	10
No. 29 Dock, Kowloon	100	20	10	10	10
No. 30 Dock, Kowloon	100	20	10	10	10
No. 31 Dock, Kowloon	100	20	10	10	10
No. 32 Dock, Kowloon	100	20	10	10	10
No. 33 Dock, Kowloon	100	20	10	10	10
No. 34 Dock, Kowloon	100	20	10	10	10
No. 35 Dock, Kowloon	100	20	10	10	10
No. 36 Dock, Kowloon	100	20	10	10	10
No. 37 Dock, Kowloon	100	20	10	10	10
No. 38 Dock, Kowloon	100	20	10	10	10
No. 39 Dock, Kowloon	100	20	10	10	10
No. 40 Dock, Kowloon	100	20	10	10	10
No. 41 Dock, Kowloon	100	20	10	10	10
No. 42 Dock, Kowloon	100	20	10	10	10
No. 43 Dock, Kowloon	100	20	10	10	10
No. 44 Dock, Kowloon	100	20	10	10	10
No. 45 Dock, Kowloon	100	20	10	10	10
No. 46 Dock, Kowloon	100	20	10	10	10
No. 47 Dock, Kowloon	100	20	10	10	10
No. 48 Dock, Kowloon	100	20	10	10	10
No. 49 Dock, Kowloon	100	20	10	10	10
No. 50 Dock, Kowloon	100	20	10	10	10
No. 51 Dock, Kowloon	100	20	10	10	10
No. 52 Dock, Kowloon	100	20	10	10	10
No. 53 Dock, Kowloon	100	20	10	10	10
No. 54 Dock, Kowloon	100	20	10	10	10
No. 55 Dock, Kowloon	100	20	10	10	10
No. 56 Dock, Kowloon	100	20	10	10	10
No. 57 Dock, Kowloon	100	20	10	10	10
No. 58 Dock, Kowloon	100	20	10	10	10
No. 59 Dock, Kowloon	100	20	10	10	10
No. 60 Dock, Kowloon	100	20	10	10	10
No. 61 Dock, Kowloon	100	20	10	10	10
No. 62 Dock, Kowloon	100	20	10	10	10
No. 63 Dock, Kowloon	100	20	10	10	10
No. 64 Dock, Kowloon	100	20	10	10	10
No. 65 Dock, Kowloon	100	20	10	10	10
No. 66 Dock, Kowloon	100	20	10	10	10
No. 67 Dock, Kowloon	100	20	10	10	10
No. 68 Dock, Kowloon	100	20	10	10	10
No. 69 Dock, Kowloon	100	20	10	10	10
No. 70 Dock, Kowloon	100	20	10	10	10
No. 71 Dock, Kowloon	100	20	10	10	10
No. 72 Dock, Kowloon	100	20	10	10	10
No. 73 Dock, Kowloon	100	20	10	10	10
No. 74 Dock, Kowloon	100	20	10	10	10
No. 75 Dock, Kowloon	100	20	10	10	10
No. 76 Dock, Kowloon	100	20	10	10	10
No. 77 Dock, Kowloon	100	20	10	10	10
No. 78 Dock, Kowloon	100	20	10	10	10
No. 79 Dock, Kowloon	100	20	10	10	10
No. 80 Dock, Kowloon	100	20	10	10	10
No. 81 Dock, Kowloon	100	20	10	10	10
No. 82 Dock, Kowloon	100	20	10	10	10
No. 83 Dock, Kowloon	100	20	10	10	10
No. 84 Dock, Kowloon	100	20	10	10	10
No. 85 Dock, Kowloon	100	20	10	10	10
No. 86 Dock, Kowloon	100	20	10	10	10
No. 87 Dock, Kowloon	100	20	10	10	10
No. 88 Dock, Kowloon	100	20	10	10	10
No. 89 Dock, Kowloon	100	20	10	10	10
No. 90 Dock, Kowloon	100	20	10	10	10
No. 91 Dock, Kowloon	100	20	10	10	10
No. 92 Dock, Kowloon	100	20	10	10	10
No. 93 Dock, Kowloon	100	20	10	10	10
No. 94 Dock, Kowloon	100	20	10	10	10
No. 95 Dock, Kowloon	100	20	10	10	10
No. 96 Dock, Kowloon	100	20	10	10	10
No. 97 Dock, Kowloon	100	20	10	10	10
No. 98 Dock, Kowloon	100	20	10	10	10
No. 99 Dock, Kowloon	100	20	10	10	10
No. 100 Dock, Kowloon	100	20	10	10	10

COMPANY MEETINGS

THE CANTON INSURANCE OFFICE, LTD.

The thirty-eighth ordinary meeting of the above Company was held at the offices of the Company, this morning, at 11.30. Mr. J. Johnstone presided and there were present the Hon. Sir Paul Chater, C. M. G., Sir Robert Ho Tung, Mr. T. E. Pearce, Mr. F. Maitland, and Mr. A. H. Compton. (Consulting Committee), Mr. F. C. Hall (Acting Secretary), Mr. R. F. Mattingly (representing the Solicitors to the Company), and the Hon. Mr. Ho Fook and Messrs. J. Arnold, A. F. Arculli, Ho Leung, M. H. Lo, G. C. Moxon, E. V. D. Parr, Ho Kwong, H. Percy Smith, A. C. Davison, G. W. Barton, D. S. M. Bernard and Chin Siu Kim.

The Chairman said—Gentlemen—The report and accounts have now been in your hands for some days and I will therefore with your permission take them as read. We meet to hold this our 38th annual meeting under much happier auspices than has been the case on the past four occasions. The conclusion of the Armistice last November, and the approaching settlement of the terms of peace, bring to a close a period of tension which has tried us all severely both privately and commercially. The figures we now present disclose an era of prosperity, resulting in a surplus for the year 1917 which is by far the largest in the history of the Company, and this I think you will agree is the more creditable when the difficulties with which we have had to contend are taken into consideration. Shortage of staff, both out here and in London, delays and restrictions in cabling, and many other disabilities, have tended to make our work more difficult and laborious than in former times. The premium income for the closed year of 1917 shows an increase of \$900,000 over that of 1916, while the amount of losses has only risen by the sum of \$120,000. Turning to the year 1918, we find that, though the premium income is one million dollars less than that for 1917 after a similar period, losses also have fallen by the sum of \$800,000 with the result that, in spite of the heavy drop in income as expressed in dollars, the balance for the year 1918 as on the 31st Dec. is only \$70,000 less than that carried forward for 1917 on a similar date. I may mention that this fall in income for last year is very largely due to the still upward trend of sterling exchange, our accounts being presented this year at 3/4½ as against 3/- for last year. A review of the balance sheet will show that our assets both in sterling, and as expressed in local currency, represent a considerable increase over those for 1917. The only item which calls for special comment is that of British, Indian and Colonial Government Bonds and Stocks which has risen from £387,000 to just over £600,000, this being due to the continued investment of our surplus funds in War Loan. Our funds are all in a healthy condition. The Investment and Exchange Fluctuation Account shows an increment of just over \$200,000, this being due to the appreciation of securities generally, and to the favourable rate of exchange ruling between Hongkong and Shanghai, on the 31st December last. You will notice from the report that Mr. T. E. Pearce has accepted the invitation of the Consulting Committee to join their number, and I heartily commend his election to you. The surplus to be dealt with is \$1,479,155.28, out of which has been paid an interim dividend of \$18 per share, leaving \$1,299,155.28, and we now recommend the payment of a final dividend of \$12, the appropriation of \$500,000 to Sterling Reserve Fund and the carrying to Underwriting Suspense Account of the balance of \$679,155.28, to close the year 1917. This last amount is considerably in excess of all previous like appropriations, but our operations in the year in question having been large, our provision to meet liabilities attaching thereto must be proportionately greater. It is early yet to say much about 1918, but as already stated the balance of \$3,151,180.78 is quite satisfactory, and fully permits of the payment of an interim dividend of \$18 for that year. Now, gentlemen, with regard to the future, as we return to more normal conditions competition is bound to become extremely keen; such competition must be met even by old and firmly established Companies such as this, and although we have little to fear from such competition it

stands to reason that we should be prepared for a big shrinkage in our premium income. This shrinkage will in all probability continue until some of the more recently formed Companies find that Marine Insurance is not quite so remunerative, in normal conditions, as they were led to expect; or until the gradual opening up of China enables us to increase the field of our activities and gives more room for newcomers. In the latter respect it must be a matter of very keen disappointment to the many business men in China—both native and foreign—to view the half-hearted attempts made by the Chinese themselves to settle their differences, and put their house in order. In fact one is forced to the conclusion that those at present in authority find a state of unrest so beneficial to their own pockets, that in spite of the very evident danger to their mother country, they deliberately play their cards in such a manner as will ensure of the game being continued. Neither party appears to be better than the other in this respect, and while they continue the quarrel for their own immediate benefit, others step in and take what they want, well knowing that there is no one in this country to oppose them. With regard to the proposal to reduce the liability on each of our shares by the sum of \$50, the circular letter dealing with this matter has been in your hands for some time past, and I feel sure that the advisability of this measure will appeal to you. At the Consulting Committee meeting which will be held at the termination of this meeting, sanction will be sought to make a call of \$50 per share in respect of monies unpaid on the shares held by members of the Company, and, if obtained, a further sanction will be sought to the payment of a special dividend of \$50 per share out of the Reserve Fund, this special dividend to be payable the day following that on which the call becomes due. The proposition has received the careful consideration of your Committee, and we trust that it meets with your approval. Gentlemen, I do not think there is any other subject that calls for mention by me, but I shall be pleased to answer if possible any question arising out of the accounts which shareholders may wish to put after the accounts themselves have been seconded. There being no questions I now propose the following resolution:—That the report and accounts as presented, including the payment of a final dividend in respect of the year 1917 of \$12 per share, and of an interim dividend in respect of the year 1918 of \$18 per share; the addition of \$500,000 to the Sterling Reserve Fund; and of \$679,155.28 to the Underwriting Suspense Account be adopted and passed.

Mr. E. V. D. Farr said—Mr. Chairman—I beg to second the resolution and to congratulate the management and staff on the excellent results and sound position of the Company. The motion was then put to the meeting and carried unanimously. The Hon. Mr. Ho Fook proposed and Mr. J. Arnold seconded the re-election of the Consulting Committee of the Hon. Sir Paul Chater, C. M. G., Sir Robert Ho Tung and Messrs. H. P. White, F. Maitland, C. S. Gubbay and A. H. Compton, and confirmation of the election of Mr. T. E. Pearce. The motion was carried. Mr. G. W. Barton proposed and Mr. Ho Leung seconded the re-election as Auditors for the ensuing year of Mr. H. Percy Smith, F.C.A., and Mr. A. R. Lowe, F.C.A., at a remuneration of \$250 each, and the motion was carried. The Chairman then announced that dividend warrants were ready and could be had on application, and the meeting terminated.

MESSRS. GANDE PRICE & CO., LTD. The twelfth annual general meeting of the shareholders of Messrs. Gande, Price and Co., Ltd., was held this morning in the offices of the Company, when there were present Messrs. Chan Kai Ming (Chairman), S. C. Pank (Managing Director), Lai Po Wing, the Hon. Mr. Lau Chu Pak (Directors), Mr. C. Bond (Secretary), Messrs. Leung Yan Po, Chow Tung-sang, and M. A. Razack. The Chairman said—Gentlemen—As it is past the hour for which this meeting has been called and there being a quorum present, I will ask the Secretary to read the notice convening the meeting. Gentlemen—The report and statement of accounts for the year ending 1918 having been in your hands for some time, I

propose with your permission to take them as read. Gentlemen, I have great pleasure in stating that the profit for the year under review amounts to \$30,106.95, which must be very gratifying to the shareholders, as it constitutes a record since the formation of the Company. After adding the balance of \$3,113.02 brought forward from credit of Profit and Loss Account for 1917, it makes a total credit of \$33,220.97 which your Directors have appropriated as shown on the report now in your possession. After paying a dividend of \$1 per share, which will absorb \$18,105, your Directors transferred \$14,000 to General Reserve Account. This amount, together with the \$6,000 brought forward from General Reserve Account for 1917, makes a total of \$20,000. They also deemed it advisable to transfer \$20,000 to create a Stock Reserve Account and to write down Goodwill Account \$20,000. They trust the shareholders will fully agree that these amounts are absolutely essential considering the high prices at which our stocks have been laid down owing to the abnormal conditions prevailing during the past four years. With a return to normal conditions, there is every possibility of a slump in prices which may adversely affect the earnings of the Company, therefore it is as well to consolidate the resources of the Company and be prepared for any emergency. The next item on the report shows a bonus of \$5,500 to the staff which I am sure every shareholder will agree with me is well deserved; as it is due to their labours that we have been able to place such a splendid report before you. The balance of \$5,719.98 has been carried forward to this year's account, and I have no hesitation in stating that with such a substantial reserve at our disposal, we shall be in a position to withstand any drawback that may occur in our future business transactions. Gentlemen, with these few remarks, I have much pleasure in proposing the adoption of the report and statement of accounts. Mr. M. A. Razack, in seconding the adoption of the report and statement of accounts, said—I have great pleasure in seconding the report and accounts with which, I am sure, the shareholders are satisfied. It is indeed an exceptionally good year, which this Company has not seen for a long time. I sincerely hope that similar results, if not better, will be obtained for a good many years to come. The successful result is undoubtedly due to the hard work of the staff, who deserve the bonus which has been recommended. On the proposition of Mr. C. Bond, seconded by Mr. Leung Yen Po, Mr. Lau Po Wing was unanimously re-elected Director of the Company. Messrs. Lowe Bingham and Matthews were re-elected auditors for the ensuing year at a remuneration of \$150, on the proposal of Mr. S. C. Pank, seconded by Mr. Lau Po Wing. Mr. C. Bond said—On behalf of the staff I beg to tender you our sincere thanks for your kindness in voting us the handsome bonus. I can assure you, gentlemen, it has been very much appreciated by every member of the staff, especially as the times are very bad at present. It is very gratifying to the staff to know that this bonus is presented to the staff by the Directors as an appreciation of their work in the past year. I sincerely trust, gentlemen, that we shall be able to work just as hard, if not harder, this year and I hope and trust that the profits of the Company will be better this year than in the past. With these remarks I again beg to thank you, gentlemen. The Chairman announced that dividend warrants were now ready.

MAESTERLINCK'S BRIDE. Maurice Masterlinck, the celebrated Belgian author, was married recently in a little village near Nice. The bride is a young Riviera beauty of 23, Mlle. Renee Bakhon. She was for some time a student at the Paris Conservatoire. Mr. Masterlinck's divorce from his first wife (who is well known on the stage as Mme. George Leblanc) took place some months ago. It was specially for George Leblanc that Masterlinck wrote the play, "Monna Vanna." Mr. Masterlinck is fifty-seven years of age. To British readers he is best known by such immortal works as "The Blue Bird of Happiness," "Les Aveugles," "Pelless and Melisande," and "The Bee." For some time his home has been the "Villa of the Bees" at Nice.

TO-DAY'S SHARE QUOTATIONS.

OFFICIAL PRICES	
Banks.	
H.K. & S. Bank	\$670
Marine Insurances.	
Cantons	\$480
North China	\$220
Unions	\$1100 ss. 1090
Yangtze	\$235
Far Eastern	\$25
Fire Insurances.	
China Fires	\$150
H. K. Fires	\$325
Shipping.	
Douglases	\$89
Steamboats	\$22½
Indos (Pref.)	\$32
Indos (Def.)	\$150
Shells	\$195½
Ferries	\$37
Refineries.	
Sugars	\$159
Malabons	\$34
Mining.	
Kailans	b. ex. div. 49½
Langkats Combined	b. t. 19½
Shanghai Loans	b. t. 19½
S'hai Explorations	b. t. 19½
Rauks	n. 2½
Trombos	n. 4½
Urals	n. 4½
Docks, Wharves, Godowns, &c.	
H.K. Wharves	n. 94½
K. Docks	sa. \$151
Shai Docks	b. \$129
N. Engineerings	n. \$24
Lands, Hotels & Buildings.	
Centrals	b. \$109
H.K. Hotels	n. \$100
Land Invest.	b. \$110 ss. 111
H'phreys Est.	b. \$8
K'loon Lands	b. \$45
L' Reclamations	n. \$175
West Points	b. \$72½
Cotton Mills.	
Ewos	b. t. 235
Kung Yiks	b. t. 33½
Lau Kung Mows	b. t. 172½
Orientalis	b. t. 88
Shai Cottons	b. t. 176
Yangtzeopos	b. t. 11½
Miscellaneous.	
Green Islands	s. \$74
China Borneos	n. \$12½
China Lights b. \$5 old s. 1.05 new	
China Providents b. & sa. \$7½	
Dairy Farms	s. \$30
H. K. Electrics	n. ex. div. 75
Macao Electrics	n. \$33½
Ropes	b. \$31½
Trams, Low Level	n. \$7½
Trams Peak, old	b. \$84
Trams, Peak, new	b. cts. 35
Laundries	b. \$34
Steel Foundries	n. \$12
U. Waterboats	b. \$13
Watsons	s. \$6
Wm. Powells	b. \$11½
Wiseman's	n. \$30

Hongkong, May 21, 1919.

INTEREST AT 900 PER CENT.

IMPORTANT DECISION.

A case of importance to those who follow the widespread custom of cashing seamen's advance notes was decided in Bow County Court, says the *National News* of March 30.

Wm. Keenan, a baggage carrier, of Plaistow, who sued the New Zealand Shipping Company to recover £10 15s. on a seaman's advanced note, claimed that he cashed a note for this sum at the request of a seaman named Goldberg, charging 2s. in the £, and that Goldberg endorsed the note in his presence.

Against this the shipping company said that Goldberg lost the note, and the day his ship sailed he informed them by letter of his loss and asked them to pay his sister, which they did.

Mr. Harris (for defendants) submitted that legally a seaman's advance note was not a negotiable document as it was not a promissory note, it having no actual date of payment on it, and was also conditional on the man sailing. Everything possible had been done to safeguard these seamen, who were very improvident, and in practice these advance notes were cashed; but the promise to pay, if any, could be revoked under certain circumstances.

Judge Graham expressed his astonishment that a document should be issued by the master of the vessel, promising to pay, and yet it was not negotiable.

Giving his considered judgment, Judge Graham said that the signature on the note was very different from the authenticated signatures of Goldberg which had been produced. There was no proof that Goldberg did endorse the note. There would have to be judgment, for the defendants with costs.

Mr. Harris: May I ask for special costs, owing to the very great public importance of the case?

Mr. Robinson (for plaintiff): My unfortunate client has lost his money.

TO-DAY'S ADVERTISEMENTS.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on

FRIDAY, the 23rd May, 1919,

commencing at 11 a.m.

at his Sale Rooms, Duddell Street

3 Cases Arctic White Glass
5 Cases Ground Chocolate
5 Cases Cocoa Powder
3 Cases Vanilla Chocolate in tablets
7 Bales Chair Springs
12 Dinner Services
40 Dozen Coffee Cups & Saucers
2 Cases Chemist Sundries

Also

Two Bales White Woolen Blankets

(in lots to suit purchasers)

Terms: Cash on delivery.

GEO. P. LAMMERT, Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on

MONDAY, the 26th May, 1919,

commencing at 11 a.m.

at E. & G. godowns of the Hongkong & Kowloon Wharf & Godown Co. Ltd.

(For account of the concerned)

250 tons Round Mild Steel Bars. Assortment as under:—

10 tons	40" x 4"
20 "	40" x 4"
16 "	40" x 23 32"
20 "	40" x 13 16"
16 "	40" x 2"
20 "	40" x 1"
25 "	40" x 1 3/16"
20 "	40" x 1 1/4"
3 "	40" x 1 9/16"

Terms: Cash on delivery.

Geo. P. LAMMERT, Auctioneer.

ROYAL HONGKONG GOLF CLUB.

NOTICE.—Professional Fairs Competition will take place over Happy Valley Course. Match play under Handicap. Entrance Fee \$2 each player—close 31st May 1919 at the Club Pavilion or with the undersigned.

C. L. SANDES, Hon. Secretary.

Mercantile Bank.

Hongkong, 21st May, 1919.

THE "TELEGRAPH"

THE FEATURE PAPER

LOOK OUT

On MONDAYS for

"CURRENT COIN"

On TUESDAYS for

"AN ISLANDER'S DIARY"

On WEDNESDAYS for

"MODERN NOTES"

On THURSDAYS for

"MUSICAL JOTTINGS"

On FRIDAYS for

"ROBBIE'S LETTER"

On SATURDAYS for the

"PICTORIAL SUPPLEMENT"

SOMETHING FOR EVERYBODY.

Note the day on which your

favorable feature appears.

Mr. Harris: He cannot be much of a poor unfortunate. He makes at the rate of 900 per cent per annum by cashing these notes at 2s. in the £, as he gets the money in four days.

Mr. Robinson: You mean he does not get his money. When you come to consider the risks he runs in the man not sailing and he forfeiting his money, the rate is very low indeed. Judge Graham refused to allow any special costs.

NOTICES

REMEMBER
TEL. No. 977
FOR

MERCURY GARAGE

THE MOST MODERN CARS IN TOWN.

Sole Agents: **Studebaker** Tel. No. 1913.
28, Des Vaux Rd.
Central.
G.P.O. Box 444.

THE CONNAUGHT MOTOR CAR COMPANY.

A Car which has won for itself a world wide reputation for permanency of Service, Power, Design, Comfort, Workmanship & Economy.

A High Class Latest Modelled Car
At a price within the reach of all.

A Consignment of Studebakers has just been landed.
Inspection and Enquiries are cordially Solicited.

THE HONGKONG SCHOOL OF MOTORING.

APPLICATIONS FROM STUDENTS ARE NOW BEING ACCEPTED.

THE SCHOOL has accommodation for 200 PUPILS, the syllabus including courses for MECHANICS and DRIVING.

SPECIAL FACILITIES are offered to persons desirous of becoming CHAUFFEURS and not at the moment having means at their disposal for their course.

Works and school-Shaukiwan, Office-4 Queen's Road Central

TELEPHONE

THE BREEZY GARAGE

FOR COMPLETE SATISFACTION
SUMMER IS HERE

and you want the most modern cars procurable at a price that is reasonable.

CARS FOR HIRE.
Chandler, 7 Passenger: \$8.00 per hour
Hudson Super Six: " " 7.00 " "
Oaklands: " " 6.00 " "

WEEKLY & MONTHLY TRIPS CAN BE ARRANGED.

TEL. 2499 A LARGE STOCK OF GOODRICH & GOODYEAR TYRE & TUBE SIZES 24 & 4 & 22 & 4 HAVE ARRIVED. TEL. 2499

NEW STOCKS OF
OF
KOLYNOS
Tooth Paste
PEPSODENT
Tooth Paste
DANDERINE
For the Hair
MOOVOL
The Stain Remover
BATHING CAPS.
THE VICTORIA DISPENSARY
(Corner of Flower Street)
TELEPHONE 298

SPIRITUALISM.

DENUNCIATION BY SIR D. FERRIER.

"I thought spiritualism and the supernatural claims of mediums were quite exploded by this time," said Sir David Ferrer, the eminent neuro-pathologist, to a *Daily Echo* representative recently.

"The revival of the occult synchronises with the termination of the war, when there are thousands of people in the country suffering the heartbreaking anguish of being unable to gain tidings of those dear to them who are classified as 'missing'."

"It is only natural that these distracted relatives should resort to every means likely and unlikely to obtain information, but I am quite unable to understand how anybody with any pretence to medical qualifications can lend countenance to the preposterous impositions with which spiritualism is steeped, and, as such, have been exposed again and again."

"The alleged phenomena which Sir Arthur Conan Doyle appears to regard as a new discovery are not only an old story, but one which has never been capable of support when subjected to honest and impartial investigation."

OLD TRICKS.
"More than thirty years ago I saw the tricks which Sir A. Conan Doyle now seriously asks his readers to believe. I was present at a seance in Quebec street one Sunday afternoon about that time and my old friend, Balfour Browne, the great parliamentary lawyer, was there also."

"It was a cold day, but before the seance began the embers in the fireplace were carefully removed. Thick curtains were then drawn across the windows and every precaution was taken to exclude the smallest ray of light, real or artificial. We remained some time in total darkness, and then, as now, the gathering was entertained by the mystic touch of invisible fingers and the rest of the mummery on which Sir A. Conan Doyle lays such stress."

"Then from a curtained alcove ghostly hands made their appearance. Presently the dim outline of a face became visible, and I remarked to Balfour Browne in a voice just loud enough for the medium to hear, 'How very like Mr. Taylor's face.' It did not in the least surprise me when I was told presently that the face I had just seen was that of Mr. Taylor, who, as it happened, was a purely imaginary person."

"The climax to this miserable nonsense came when one of the audience acquired some red liquid at a ghostly figure which took the place of Mr. Taylor. Lights were produced, and behold, the 'spirit' before us was a very healthy subject who had certainly not quitted the world so far, and whose appearance suggested that he was destined to live like other mortals, for a considerable time to come."

CRESTFALLEN "SPIRIT."
"The meeting broke up hurriedly, and not the least crestfallen among the spiritualists was this very substantial 'spirit,' whose face and shirt front were streaming with the well-directed spray of cochineal."

"Hypnotism is quite distinct from spiritualism, and in the hypnotic state the subject can be made to experience sensations which are the genuine result of his mental condition while under this strange influence. Here, however, it is a mortal who is once more passing through scenes of the past. Thus a soldier might conceivably believe himself to be in the trenches at close grips with the enemy. It is a phase of mind thoroughly recognised by brain specialists."

"Spiritualism is not only a fraud, but it is a repulsive idea. It would seem to be an attempt to destroy the beautiful side of death, wherein we are led to believe that we are at rest and finished with the troubles of this world. Spiritualism, if it had any foundation in fact, would mean that hereafter our minds live in constant torment by reason of the affairs of the world we have quitted. From whatever point of view it is regarded spiritualism is to be deprecated, and, to my mind, it condemns itself."

CHIEF ENGINEER'S DEATH.

The death took place at the General Hospital, Colombo, on April 24 of Mr. Cuthbertson, Chief Engineer of the Clan MacDonald. Mr. Cuthbertson entered hospital on Tuesday evening suffering from blood-poisoning. He was better on Wednesday, but his case took a serious turn next morning. Mr. Cuthbertson was a popular officer and was known to several in Ceylon.

COMMERCIAL NEWS.

GILDED YOUTH.

A report of the border woolen trade says that tailors are finding an eager demand for civilian clothes from demobilized men, who now number more than 1,500,000. These in the main are not content with "standard suits," they want to get away from monotony and uniformity into something smart and are willing to pay the price, even though that is now extreme, but the clothes are not available. Could it be met, the call is for some gaiety in colourings for men's and women's wear. "Punch" has hit off the unattractive "standard" suit. An astonished soldier is being offered a checker-board suit for civilian wear, more suitable for a cinema artist, by the Reg. Q. M. S. "Not for me. Not much. I'm signing on again."

COMMISSION ON REPEAT ORDERS.
The question whether a firm is liable to pay commission to a commercial traveller on what are known as "repeat orders" which are received after he has left his employment came before Mr. Justice Bailhache in a case heard in London a few weeks ago. His Lordship said that where a man who had a large connection with a particular business was engaged to obtain orders and where he gave the firm the benefit of that business connection commission must be paid on the "repeat orders" which were received after he had left his employment. Where, however, a traveller embarked upon an entirely new business the right to claim commission ceased—in the absence of a special contract—with the end of his employment, even if the agreement expressly provided for payment on "repeat orders."

OPIMUM IN DUTCH INDIES.
"Peking, 8th May.—The following information regarding the sale of opium in the Dutch East Indies has been supplied to the International Anti-Opium Association by the Netherlands Minister: Formerly the sale of opium in Netherlands India was farmed out to Chinese dealers. Since September, 1894, the Colonial Government has taken this sale in hand as a government monopoly (Regie), first in the island of Madura and gradually in the whole island of Java. In 1905 this monopoly was introduced into the other islands of the Archipelago. The object of this system is to raise the price of opium gradually so as to make it prohibitive. An elaborate system of surveillance is necessary to prevent smuggling. Finally different provinces are entirely closed to opium, although certain people who are unable to leave off smoking without impairing their health may receive personal licences. Thus the Residencies of Bantam, Batavia (partly), Preanger, Soerabaja (partly), Madura, Lampong, Cheribon, Banjumas and certain districts of the Residencies of Pekalongan, Semarang, Kedoe, Kediri, Soerakarta and Madoen have been entirely closed and importation, possession and transport of opium, the remains of opium, opium pipes and other utensils are strictly forbidden. The same applies to numerous districts and towns in the other islands besides Java. Regulations have been issued for the sale for medical purposes of opium, morphia and other narcotics and the instruments for the injection of morphia. The possession and transport of these were forbidden in 1911. The cultivation of the poppy was forbidden already in 1872. The use of opium among the troops is forbidden."

RIZAL CEMENT CO. SEES INSOLVENCY.

An application in insolvency was filed by the Rizal Cement Company, capitalised at P1,500,000, in the court of first instance, Mr. Araneta, president of the corporation, filed the petition in accord with authority vested in him by the board of directors which in turn had been empowered to give that authority at a general stockholders' meeting. It is set forth in the petition that although the company has sufficient property at present to pay off its debts, it will be impossible for it to pay up obligations in the future. The company's balance sheet shows the sum of P2,168,322.31 the losses sustained during the first quarter of the year as shown in the same document amounting to P250,679.62. The company, according to the petition, has its principal offices at 123-125 Calle Juan Luan Luna. Its debt of P107,237.79 to Sly Cong Bieng, well known Chinese rice importer, has been reduced to P92,819.14 since April 30. Its obligations to Yuchansi and Binangonan, Rizal,

UNCLAIMED TELEGRAMS.

The Great Northern Telegraph Company, Ltd.

The following Unclaimed Telegrams are lying here:—

Masakata Nakano, c/o N. Y. K. King's Building, from Tokio. Satabakupan, Pse Mingkee West Camp, from Tokio. Wishingloo, from K. be. Chabangsa, from Koba. Ashang, from San Francisco. Vanhineleong Central, from Yokohama.

Hinmeisang Chungfung, from Shanghai. Paul Loving, Passenger, Tenyo Maru, from Yokohama. Gallop, American Consul, from K. be.

Hingwui, from Shanghai. Liyeentai No. 28, Yillitsin Street, from Peking. Burtenshaw, from New York. Harry Hiera, s.s. Empress of Russia, from Southbending. Laing, from New York. Harchi, from San Francisco. Taifo-shingtai, from Dairen. Bosbois, from New York.

T. KRINO, Act. Superintendent.

Hongkong, May 15, 1919.

Eastern Extension Australasia & China Telegraph Co.

List of Unclaimed Telegrams lying in the E. E. Telegraph Office at Hongkong:—

Ashang, from San Francisco. J. Voorendonk c/o Dutch Consulate, from Suravenleage. Mast, Carlton Hotel, from Manila.

Superintendent.

Hongkong, May 15, 1919.

WATER RETURN.

Level and Storage of water in reservoirs on May 1, 1919

CITY AND HILL DISTRICT WATERWORKS LEVEL.

System	1918	1919
City	100.00	100.00
Hill	100.00	100.00
Total	200.00	200.00

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

System	1918	1919
City	100.00	100.00
Hill	100.00	100.00
Total	200.00	200.00

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of April.

System	1918	1919
City	100.00	100.00
Hill	100.00	100.00
Total	200.00	200.00

Constant supply in all districts during April 1919.

W. CHATHAM, Water Authority.

Public Works Department.

company amount to P382,862.53, and to other creditors P36,421.62. The company has presented counter-claim to the alien enemy property custodian against R. Wolf, F. Krupp and Antoin and Sons, for the sum of P41,942.73, the result of this being still uncertain, it is also shown in the petition. Although the petition filed has for its purpose the declaration of the company as an insolvent firm, the immediate object is to have all payments suspended. When news of this petition was transmitted to the Ayuntamiento official, in an interview for the Manila Times, pointed out that it would not be a bad scheme if the government purchased the Rizal Cement company property, including its machinery, and start the National Cement company which has been created recently with capital stock amounting to P10,000,000. This scheme, the official declared, should be carried out provided that the Rizal Cement company's machinery is still sufficiently good. The company has its factory in Binangonan, Rizal.

NOTICE.

THE LIVERPOOL & LONDON & GLOBE INSURANCE CO. LTD.

NOTICE is hereby given that, owing to the Undersigned proceeding home on leave, Mr. Rigby H. P. Kewley will take charge of the Company's Hongkong Branch as Acting Local Manager as from 21st inst.

JOHN DE B. LANCASTER, Acting Local Manager. Hongkong, 19th May 1919.

HONGKONG POLO CLUB. EMPIRE DAY.

NOTICE.—Weather permitting, a Polo Club GYM-HANA will be held at the Race Course, Happy Valley (by kind permission of the Stewards, Hongkong Jockey Club) on Saturday next, May 24th, at 4 p.m. Admission \$1.00 (including Tea). Children under twelve half-price. Programme includes:—Tent Pegging, Brain-Fever Race, Mounted Combat, &c., &c. Cash Sweeps. S. E. GRIMSTONE, Hon. Secretary.

Hongkong, 17th May 1919.

NOTICE.

IMPORTS AND EXPORTS DEPARTMENT.

EMPIRE DAY.

NOTICE.—This Department will be open for all purposes till noon on Saturday the 24th May. Licensed Warehouses will be entirely closed on that day.

(Sd.) D. W. TRATMAN, Superintendent, IMPORTS AND EXPORTS.

BRITISH TRADERS' INSURANCE CO. LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the Fifty-third Ordinary Yearly Meeting of the Company will be held at its Head Office, Nos. 3 and 4 Queen's Buildings, Hongkong, on THURSDAY, 22nd May 1919, at 12.45 p.m. for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December 1918, and of declaring dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th May to 22nd May, both days inclusive.

By Order of the Board, C. H. P. HAY, Deputy General Manager. Hongkong, 9th May, 1919.

PEAK TRAMWAY CO., LTD.

NOTICE is hereby given that the Annual Ordinary General Meeting of Shareholders of the above Company will be held at the Hongkong Hotel, Hongkong on Thursday the 29th May 1919 at noon for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April 1919.

The Transfer Books of the Company will be closed from the 26th instant to the 31st instant, both days inclusive.

PEAK TRAMWAYS CO., LTD. JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 19th May 1919.

TIDE TABLE.

From 19th May to 21st May.

Day	High Water	Low Water
Mon. 19	10.15	4.15
Tues. 20	10.25	4.25
Wed. 21	10.35	4.35
Thurs. 22	10.45	4.45
Fri. 23	10.55	4.55
Sat. 24	11.05	5.05
Sun. 25	11.15	5.15
Mon. 26	11.25	5.25
Tues. 27	11.35	5.35
Wed. 28	11.45	5.45
Thurs. 29	11.55	5.55
Fri. 30	12.05	6.05
Sat. 31	12.15	6.15

m morning, a afternoon

The

Allen

New Series 41

A CAR FOR GENERAL SERVICE

Business as well as social needs were given careful consideration in designing and building the new Allen.

The result is a car that is ideal where maximum year-round service is demanded.

The chassis of the standard Allen 41, has been proven through use by thousands of owners. And comfort and convenience are present in big measure in this model. A rotary switch on steering column controls the entire electric system.

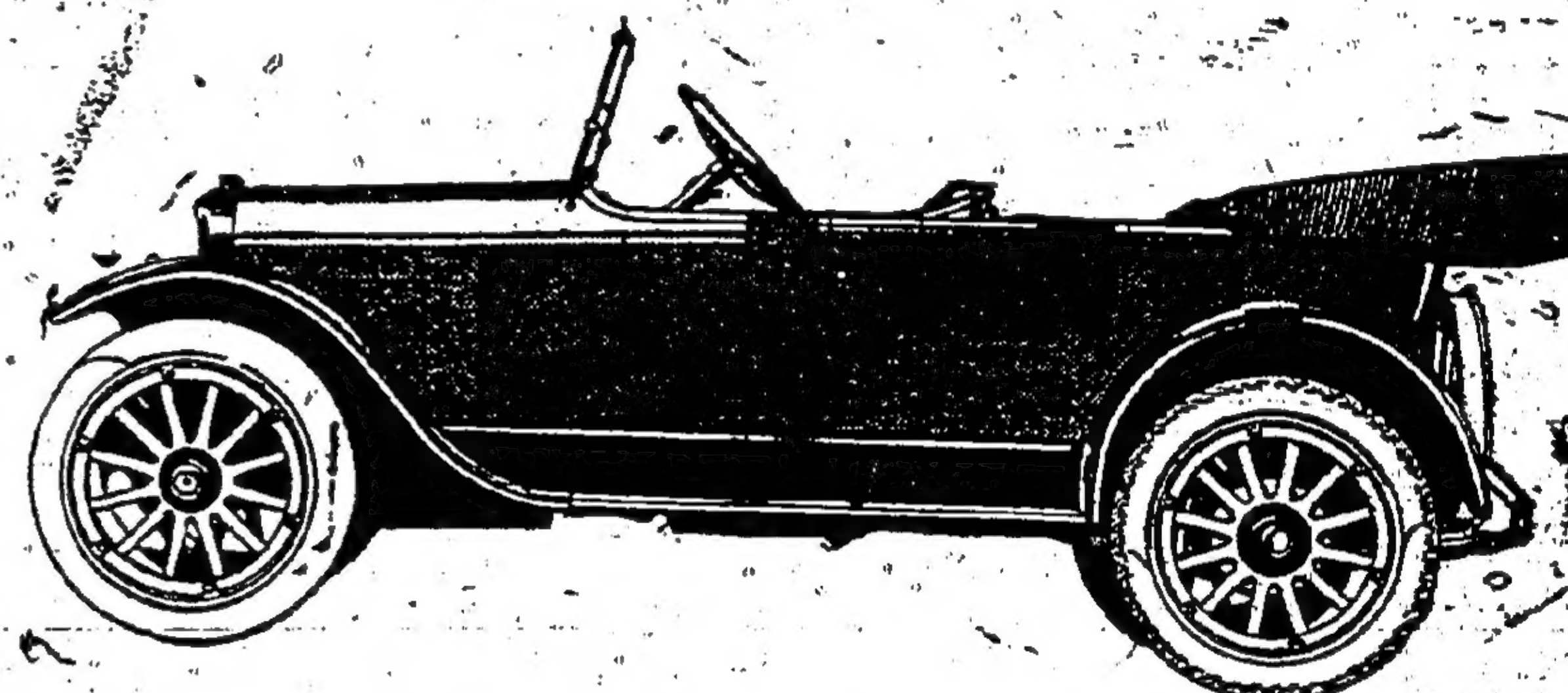
Fittings and body finish are of highest grade. The new Allen is as attractive as it is serviceable.

Many special features of this Car will interest you. Ask for a copy of the Allen Car Book, or, better still, have us demonstrate.

The supply of Allen Cars is very limited. Orders must be placed promptly if delivery is to be assured.

GERIN, DREVARD & CO.

5 PASSENGER GENERAL SERVICE CAR.



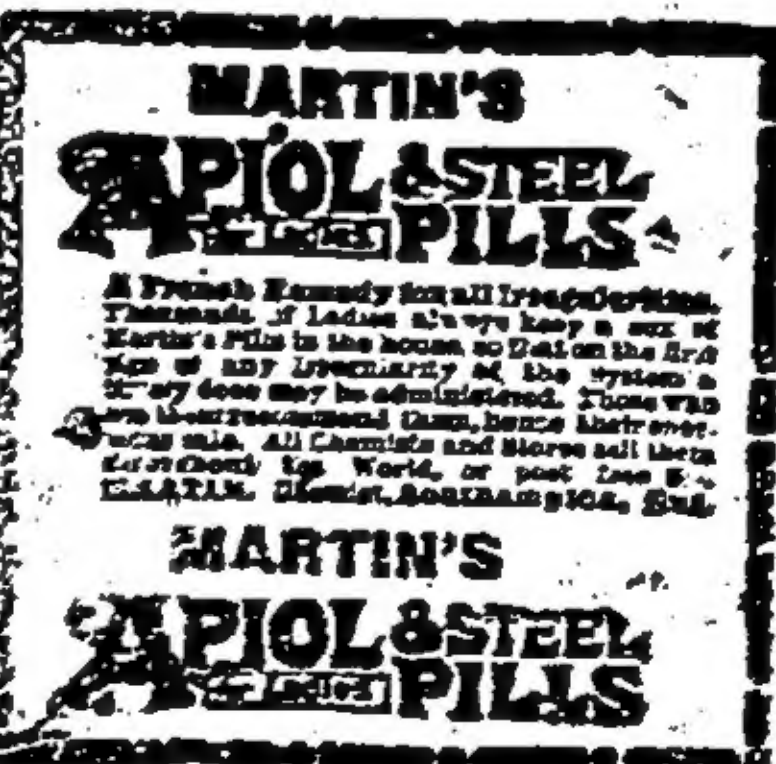
NOTICE.

WISEMAN, LTD.

TEA DANCES

on THURSDAY, May 22nd.

D. M. GOODALL, Manager. PHONE 407.



UNION INSURANCE SOCIETY OF CANTON LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the Forty-sixth Ordinary Yearly Meeting of the Society will be held at its Head Office Nos. 3 and 4 Queen's Buildings, Hongkong, on THURSDAY, 22nd May, 1919, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1918, and of declaring Dividends etc.

The TRANSFER BOOKS of the Society will be CLOSED from the 12th May to 22nd May, both days inclusive.

By Order of the Board, C. H. P. HAY, Deputy General Manager. Hongkong, 9th May 1919.

JUST ARRIVED.

PONGEE SILK SUITABLE FOR GENT'S AND LADIES' SUMMER SUITS, DRESSES, SHIRTS, BLOUSES AND UNDERWEAR. LACE AND EMBROIDERED LADIES' UNDERGARMENTS. SWATOW DRAWN WORKS, EMBROIDERIES ON SILK AND GRASS LINEN.

LACE COLLARS, AND OTHER ARTICLES, ETC. FILET LACES OF NEW PATTERNS. BEST QUALITIES, LATEST DESIGNS, MODERATE PRICES. INSPECTION CORDIALLY INVITED.

SWATOW DRAWN WORK CO. NO. 14, DES VOEUX ROAD, CENTRAL. PHONE NO. 286.

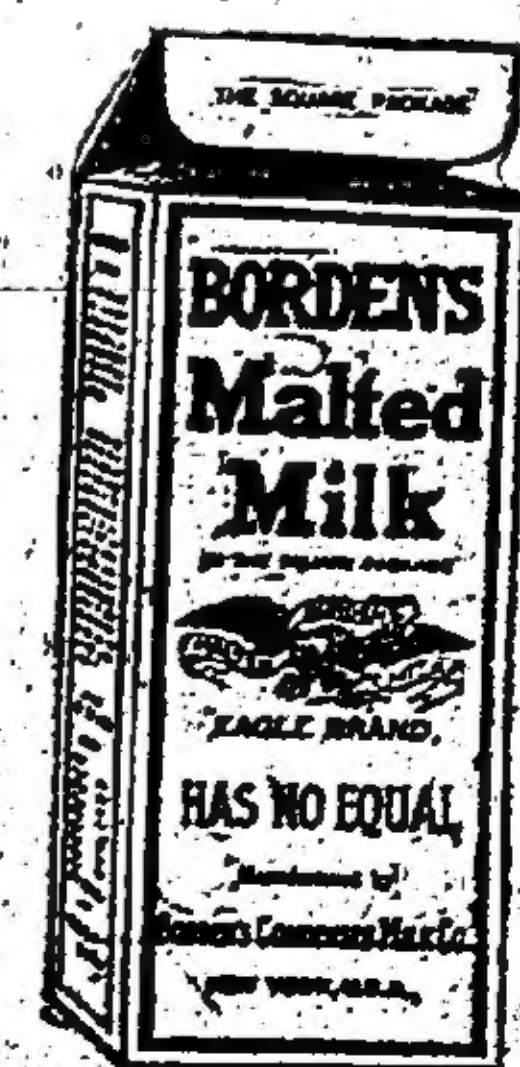
HOSPITAL SIZE

BORDEN'S Malted Milk

IN THE SQUARE PACKAGE

NOW IN STOCK. AT ALL LEADING DISPENSARIES

THE BEST FOOD FOR BABIES AND INVALIDS. ASK FOR THE SQUARE PACKAGE TAKE NO OTHER.



"IT'S PURE, THAT'S SURE" CONNELL BROS. CO.

EARLIER TELEGRAMS.

THE PEACE TERMS.

MORE GERMAN WHINING.

Berlin, May 14.
Count Brockdorff Rantzau in a note handed to M. Clemenceau points out that the territorial stipulations mean the loss of the most important productive regions, equalling a shrinkage of 21 per cent. of the entire corn and potato crops; also the loss of one third of the coal, three-quarters of the iron-ore and three-fifths of the zinc production. Consequently after the economic paralysis from the loss of the Colonies and mercantile fleet will be destroyed to secure sufficient raw materials industry will be destroyed to an enormous extent. Simultaneously food imports would rise considerably and Germany would be unable to provide work and food for the millions dependent on shipping and trade, who would be compelled to emigrate, which was practically impossible as many of the most important countries had put an embargo on German immigration. Hence the signing of the treaty would be the death sentence to many millions of Germans, especially as the blockade has broken the nation's health. The note declares that no relief work could prevent this dying en masse.

FURTHER NOTES.

Paris, May 14.
Count Rantzau has handed M. Clemenceau two further notes. The first alleges that territorial annexation does not conform with President Wilson's principles, specifically mentioning the Saar basin and the cantons of Morant, Lupen and Malmédy to be given to Belgium. Oral discussions are requested hereafter. The second note respecting reparations points out that Germany admitted her willingness to make reparation but not because she was responsible for the war which she does not admit.

Five new German delegates have arrived including Herr Bartholdy of the Mendelssohn Bankers. The Council of Four has appointed thirteen sub-committees comprising one delegate each of the five Great Powers to deal with the German objections to the treaty.

Sir Robert Borden has left for Canada and Mr. Lloyd George has sent a message of appreciation of his valuable services, hoping that he will return shortly.

The "Daily Telegraph" Paris correspondent says that before the departure of Landsberg and Geisberts for Berlin Count Rantzau endeavoured to obtain a personal interview with President Wilson. His request was courteously but coldly refused. Hence Landsberg returns to Berlin only to assure Scheideman that peace must be signed.

LIFTING THE BLOCKADE.

Paris, May 14.
A communique says the Supreme Economic Council announces that arrangements have been made to completely remove the blockade against Germany immediately. Germany has formally accepted the treaty. Meanwhile the following relaxations are made for the duration of the armistice. The import of foodstuffs to Germany is now free within the limits of a monthly ration of 300,000 tons of cereals, and 70,000 tons of fats. Rationed quantities may be forwarded to Germany by any country. Fish from neutrals adjacent to Germany have not been included in the rations since March 25. The Allies and Associated Powers have already shipped to Germany 550,000 tons, whereof half has been actually delivered. In effect Germany is now free to import all food for which she can pay. Exports of gold, silver, securities and war material are prohibited but other exports overland are free. The Allies have retained certain rights of pre-emption over coal, dyestuffs and certain other commodities, otherwise sea exports are free. All Black Lists of firms and persons in neutral countries are withdrawn. The area open to German fishing craft is largely extended and a quantity of net thread will be allowed to be forwarded to Germany by request from Holland. Permission is given for the import of raw material urgently required by the German coalmines and early shipments are being arranged.

In connection with the military steps which the Allies have decided to take in the event of the Germans refusing to sign the peace treaty Marshal Foch left for the Rhine to-day by special train.

A meeting of the Supreme Economic Council considered the blockade of Hungary and decided to maintain economic restrictions as long as the political situation is unsettled. It approved of the plan for the reestablishment of a close blockade on Germany in the event of a refusal to sign the treaty.

AUSTRIAN PEACE DELEGATION.

St. Germain, May 14.
The Austrian peace delegation has arrived.

NURSE CAVELL.

Ostend, May 13.
The remains of Nurse Cavell arrived this afternoon, honours being rendered by a company of the Chasseurs, whose band played the British National Anthem. A British Naval detachment formed up on the quay. The notabilities present included the Governor of Western Flanders, many British and Belgian officers, and the Town Councillors. A wreath was placed on the coffin in the name of the town of Ostend. No speeches were made. The coffin, guarded by British and Belgian soldiers, remains on the quay until to-morrow.

LITHUANIAN AFFAIRS.

Copenhagen, May 13.
A message from Libau says the Lithuanian National Council has resolved demanding the return to power of Ulmanis' Cabinet on the ground of German military interference therewith, whereupon Premier Needa resigned and handed over the Government to the Council.

EARLIER TELEGRAMS.

THE HUNGARIAN SITUATION.

Vienna, May 12.
The position of the Revolutionary Cabinet at Budapest during the last few days is seemingly stronger. Belakun himself is more optimistic. The Government appears to have received news from Rumania that any dangerous offensive from thence need no longer be apprehended as the Rumanian army is weak in men and disinclined for more fighting, while the Czechs and Jugo-Slavs also show no signs of moving. Budapest is quiet. Shops and many factories are closed and the Government hopes to force men to enter the Red Guard through unemployment. There are hardly any Communists outside the capital. In a motor journey from Budapest to Vienna only one red flag was seen on the two hundred miles between Budapest and the frontier town of Bruck although the Belakun Government is shooting peasants in order to terrorise the country people into joining the Communists.

THE EMPIRE'S MISSION.

London, May 14.
Field Marshal Sir Douglas Haig on being installed as Rector of St. Andrews University in a speech said if we wished to avoid a repetition of the catastrophe of world war we must be prepared actively to prevent it. The seeds of future armed conflicts could be found everywhere in the world. Among the more obvious possibilities of strife was the problem known as the "yellow peril." The Chinese must eventually demand a place in the European labour market. India was beginning to turn towards social, industrial and political development. A suggested solution was to give all races British freedom and justice, thereby in the course of many years levelling them up to our standards of life. The League of Nations could never absolve us from our mission as an Empire.

IMPERIAL PREFERENCE.

London, May 14.
In the House of Commons Sir C. S. Henry asked: When the peace terms are agreed to will the ex-German colonies, whereof Britain or the Dominions hold mandates be included as British Colonies and obtain the advantage of Imperial Preference?

Mr. Bonar Law replied that none of these territories will be Colonies but in certain cases, for example South-West Africa and certain Pacific Islands they would be administered as integral portions of the mandatory's territory and consequently share its advantages.

THE IRISH REPUBLIC.

London, May 14.
In the House of Commons replying to Mr. Bonar Law Mr. McNeill stated that the Premier understood the Irish-American delegates intended to visit Ireland simply to see the conditions. The Premier at first intended to receive the delegates in order to put the British case but would not receive Americans who had come to Ireland not only to participate in politics but in a rebellious movement. (Loud Cheers.) Mr. Bonar Law ridiculed the report that the Premier favoured an Irish Republic and said it was obviously impossible.

HOME POLITICS.

London, May 14.
The "Times" Parliamentary correspondent says the new Members Coalition Committee of the House of Commons proposes to invite Mr. Lloyd George and Mr. Bonar Law to attend a dinner for the purpose of considering a project for reconstituting the Coalition by the formation of a Centre Party of Coalition Liberals and progressive Unionists.

RACING.

London, May 14.
The Chester Cup resulted as follows:—
Tom Pepper (100-8) 1
Attalus (10-1) 2
Air Raid (5-2) 3
Eleven ran. Won by a neck with half a length between second and third.

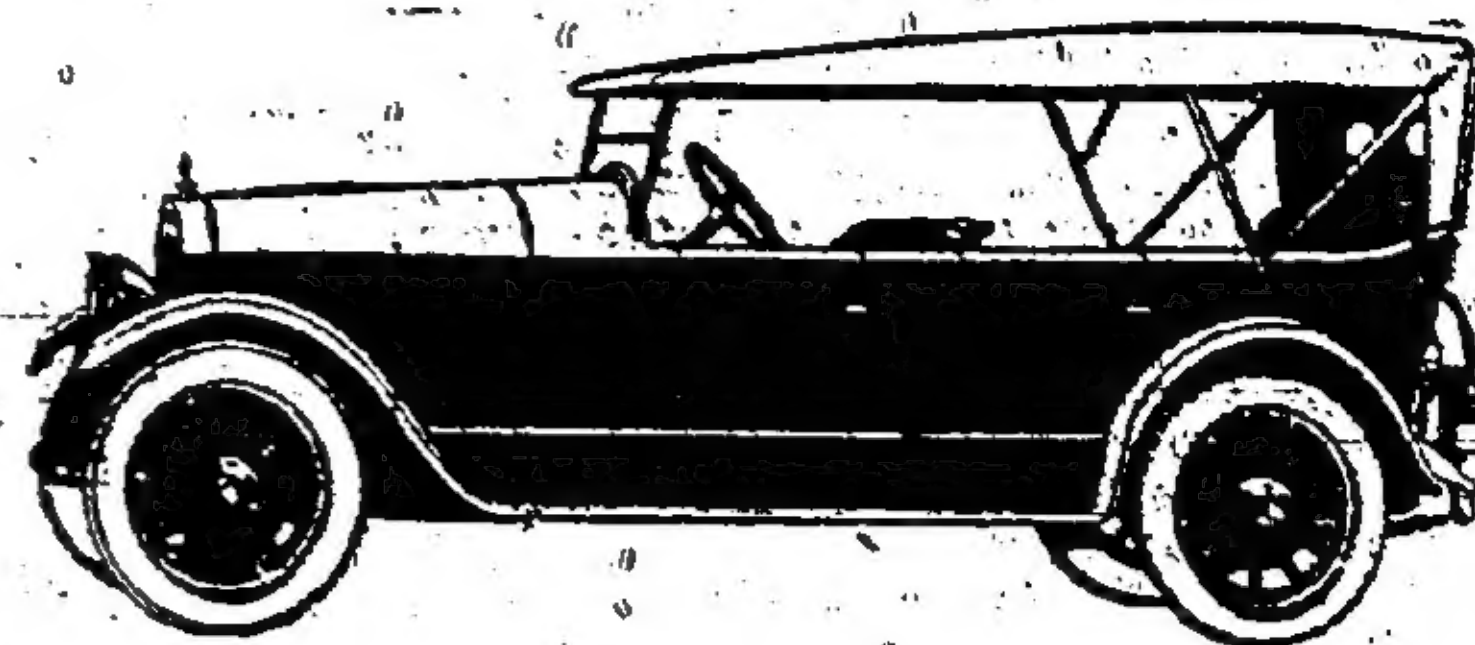
COMMERCIAL NEWS.

AN INTERNATIONAL RUBBER ORGANISATION.

The feasibility of an International rubber organisation was suggested by Mr. F. Copeman, who presided at the meeting of the Soamberg Rubber Estates, Ltd., says a *Times of Ceylon* correspondent. In the course of his address he said that the outlook for rubber was improving. Both the American and the British markets were now open and considerable quantities of rubber, instead of having to be sold in the East at about or less than the cost of production, would now be brought to this country. The Rubber Producers' Association of Java had gone a little too far, for the local Government would only grant licences for the export of rubber to members of that association.

That had been done before they had communicated with responsible Boards of Directors in this country and in Holland. Naturally, the Home Government had resented the stringent regulations placed upon rubber producing companies by a local body without any consultation. He was one of those who had taken steps to induce the British Government to make representations to the Dutch Government for the removal of the necessity for licensing rubber, and all produce from Java could now be exported without a licence. His belief was, however, that in the constitution of the Rubber Producers' Association of Java, there was the element of a possible combination among rubber producers, but it would be impossible for the Java scholars to be successful, if confined to Java.

NOTICES.



The Cole Aero-EIGHT

DOUBLE THE RANGE OF PERFORMANCE
HALF THE COST OF OPERATION

Eight Exclusive Body Styles

TOURING & SPORTING

MODELS IN STOCK

SHEWAN, TOMES & CO.,

MOTOR DEPARTMENT.

GARAGE: 7, RUSSELL STREET.

TEL. NOS. 659 & 781.

DE TREY & CO., LTD. LONDON.

JUST RECEIVED BIG CONSIGNMENT OF DE TREY'S DENTAL GOODS.

INSPECTION INVITED.

"TRANSMARINA" TRADING CO.

Hôtel Mansions 3rd floor

SOLE AGENTS FOR CHINA.

BOOTS AND SHOES

THE
Nettleton
SHOE



— THAT fit well
— THAT are comfortable
— THAT Look well

THE SINCERE CO. LTD.

NOTICE

SIEMENS CHINA
ELECTRICAL ENGINEERING
COMPANY

(HONGKONG) LIMITED.

SIEMENS CHINA COMPANY,
BERLIN.

Franz Emil August Ehrhardt.

Creditors are required to send
in their claims against the above
to the undersigned, Alexandra
Buildings, Des Voeux Road, on or
before Saturday the 31st May
1919.

C. BERNARD BROWN.

Liquidator.

HONGKONG

HORTICULTURAL SOCIETY.

The Annual General Meeting of
the Members of the above
Society will be held on Thursday
5th June at 5.15 p.m. in the Hon.
Secretary's Office 18 Chater Road
(Hongkong Club Annex).Agenda: (1) To receive and pass
the Committee's Report and State-
ment of Accounts, (2) Election of
Officers and new Committee for
ensuing year.

H. B. L. DOWBIGGIN.

Hon. Secretary.

Hongkong, 20th May, 1919.

EXCHANGE.

SELLING.

T/T	3/14
Demand	3/6 7/16
30 d/s	3/6 9/16
60 d/s	3/6 11/16
4 m/s	3/6 13/16
T/T Shanghai	Nom.
T/T Singapore	150
T/T Japan	159 1/2
T/T India	Nom.
Demand India	Nom.
T/T San Francisco	82 1/2
co & New York	82 1/2
T/T Java	201 1/2
T/T Manila	N. m.
T/T France	5 2 1/2
Demand Paris	5 1/2

BUYING.

4 m/s L/C	3/7 1/4
4 m/s D/P	3/7 1/4
6 m/s L/C	3/7 3/4
30 d/s Sydney and	3/8
Melbourne	3/8
30 d/s San Francisco	83 1/4
co & New York	83 1/4
4 m/s Marks	Nom.
4 m/s France	5 4/8
6 m/s France	5 4/8
Demand Germany	Nom.
Demand New York	82 1/2
Demand Bombay	Nom.
T/T Calcutta	Nom.
Demand Calcutta	Nom.
Demand Manila	169
Demand Singapore	150
On Haiphong	Nom.
On Saigon	43 1/2
On Bangkok	43 1/2
Sovereign	5.60 Nom.
Gold leaf per Tael	41.40
Bar Silver, per oz.	

SUBSIDIARY COINS

DISCOUNT PER \$100:	% dis.
H'kong 50 cts sub.	10
" 10	\$0.50 dis.
" 5	\$4 dis.
C. coins	5 1/4 dis.

NOTICE

G. R.

All persons with the ex-
ception of those of Chinese
race, desiring to leave the
Colony should apply in person
between the hours of 9 a.m. to
1 p.m. and 2 p.m. to 4 p.m. daily
AT THE PASS OFFICE, POST
OFFICE BUILDING.Applicants will be required to
produce Passports or identifica-
tion papers.All persons with certain excep-
tions who remain in the
Colony for more than 7 days are
required to Register themselves
under the REGISTRATION OF
PERSONS ORDINANCE 1916
Forms of Registration giving the
particulars required may be
obtained at the G. P. O. and at
all Police Stations.The Penalty for non-com-
pliance is a fine not exceedin-
g \$50.

\$

DIRECTORY

Nearly 1 of the
Total Issue
were sold last week.Have you got
Your copy
yet?

BREWER & CO.

23 Queen's Road.

Don't Look Shabby!

Suits that have lost their
shape and freshness are
made to look like new by
Diamond. By the Diamond
process they are thoroughly
cleaned or dyed and tailor-
pressed and the cost is only
a few Dollars. Think what
it saves in tailors' bills
to give an old suit again
a new lease of life.The DIAMOND DYEING &
DRY CLEANING CO.

Agent.

CASSUM AHMED

32 & 34 Wellington Street
28 Nathan Road Kowloon
TEL 1452.

LESSONS IN CHINESE

MR. LI HON PAN, a Chinese, graduate
in literature, has been a teacher to a
large number of students in this colony for
many years.
He has a good method of teaching Europeans
to read in Chinese, and is a good speaker
of English. He has also a good knowledge of
Mandarin and Cantonese.
Those who intend learning the Chinese language
are requested to write care of "Houkous" Tel-
graph Office or direct to No. 122 Wellington
Street, first floor and to Messrs. H. H. H. and
Sons, 64, Supreme Court Building.

NOTICE

THE CHINA FIRE INSUR-
ANCE CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN
that the Fiftieth Ordinary
Yearly Meeting of the Company
will be held at its Head Office,
Nos. 3 and 4 Queen's Buildings,
Hongkong, on THURSDAY, 22nd
May, 1919, at 12.30 p.m. for the
purpose of receiving the Report
of the Directors together with the
Statements of Account to 31st
December, 1918, and of declaring
Dividends, etc.The TRANSFER BOOKS of the
Company will be CLOSED
from the 12th May to 22nd May,
both days inclusive.

By Order of the Board.

C. H. P. HAY.

Deputy General Manager.

Hongkong, 9th May, 1919.

A. S. WATSON & CO., LTD.

NOTICE IS HEREBY GIVEN
that the THIRTY-FOURTH
ANNUAL ORDINARY GEN-
ERAL MEETING of the Com-
pany (since its registration) will
be held at the Hongkong Hotel,
Hongkong, on Friday, the 23rd
day of May, 1919, at Noon, for
the purpose of receiving the Re-
port of the General Managers
together with a Statement of
Accounts to the 31st December,
1918.The REGISTER OF SHARES
of the Company will be CLOSED
from Monday, the 19th day of
May to Monday, the 26th day of
May, 1919, both days inclusive,
during which period no Transfer
of Shares can be Registered.

JOHN D. HUMPHREYS.

& SON.

General Managers.

Hongkong, 13th May, 1919.

NOTICE

A JUMBLE SALE

will be held in
St. Andrew's Church Hall
(Kowloon)
on
Friday May 23rd
from
3 o'clock to 6 o'clock.Contributions of any descrip-
tion, sent to the Church Hall on
Thursday 22nd will be gratefully
received.Proceeds in aid of the Kowloon
Branch of the Ministering
Children's League.THE HONGKONG & SOUTH
CHINA WAR SAVINGS
ASSOCIATION.APPLICATION FORMS for
Membership of the above
Association may be obtained
from all the Banks or from the
undersigned.THE UNION INSURANCE
SOCIETY OF CANON, LTD.Honorary Secretaries &
Treasurers.

HONGKONG, 15th January, 1919.

BANKS

INTERNATIONAL BANKING
CORPORATION.HEAD OFFICE: NATIONAL CITY BANK
BUILDING,
33, Wall Street, New York.CAPITAL AND SURPLUS U.S. \$4,000,000
UNDIVIDED PROFITS U.S. \$2,500,000
U.S. GROSS ASSETS U.S. \$10,000,000

LONDON OFFICE: 55, Abchurch Lane, E.C. 4.

CHINA: Shanghai, Peking, Tientsin, Hankow,
Yokohama, Kobe, Canton, Hongkong, Harbin,
Manchuria, etc.WEST INDIAN AND CENTRAL
AMERICAN BRANCHES:
Panama, Colon, Mexico, Santo Domingo, San
Pedro de Macoris, Santiago, Puerto Plata,
etc.THE NATIONAL CITY BANK OF NEW YORK
is able to offer the facilities of its branches
in all the principal cities of the world.CHINESE MERCHANTS AND INDIVIDUAL
CHINESE DEPOSITORS ARE OFFERED BY
THE NATIONAL CITY BANK OF NEW YORK
VERY MODERN BANKING SERVICE
Commercial and Travellers Letters of Credit, etc.
Savings and Cash Transfers made at a
Hongkong branch, 2, Queen's Road Central.
GEORGE HOGG
Manager.THE
YOKOHAMA SPECIE BANK
LIMITED.

Established 1880.

Authorized Capital Yen 100,000,000.

Paid-up Capital " 42,000,000.

Reserve Fund " 25,000,000.

Head Office.—YOKOHAMA.

Branches: London, San Francisco, Shanghai,
Lyons, Hongkong, Canton, Hankow, Peking,
Tientsin, Yokohama, Kobe, Manila, Singapore,
Batavia, Soerabaya, Rangoon, Calcutta, Bombay,
Cebu, Hongkong, Shanghai, Peking, Tientsin,
Yokohama, Kobe, Manila, Singapore, Batavia,
Soerabaya, Rangoon, Calcutta, Bombay, Cebu,
Hongkong, Shanghai, Peking, Tientsin, Yokohama,
Kobe, Manila, Singapore, Batavia, Soerabaya,
Rangoon, Calcutta, Bombay, Cebu, Hongkong,
Shanghai, Peking, Tientsin, Yokohama, Kobe,
Manila, Singapore, Batavia, Soerabaya, Rangoon,
Calcutta, Bombay, Cebu, Hongkong, Shanghai,
Peking, Tientsin, Yokohama, Kobe, Manila,
Singapore, Batavia, Soerabaya, Rangoon, Calcutta,
Bombay, Cebu, Hongkong, Shanghai, Peking,
Tientsin, Yokohama, Kobe, Manila, Singapore,
Batavia, Soerabaya, Rangoon, Calcutta, Bombay,
Cebu, Hongkong, Shanghai, Peking, Tientsin,
Yokohama, Kobe, Manila, Singapore, Batavia,
Soerabaya, Rangoon, Calcutta, Bombay, Cebu,
Hongkong, Shanghai, Peking, Tientsin, Yokohama,
Kobe, Manila, Singapore, Batavia, Soerabaya,
Rangoon, Calcutta, Bombay, Cebu, Hongkong,
Shanghai, Peking, Tientsin, Yokohama, Kobe,
Manila, Singapore, Batavia, Soerabaya, Rangoon,
Calcutta, Bombay, Cebu, Hongkong, Shanghai,
Peking, Tientsin, Yokohama, Kobe, Manila,
Singapore, Batavia, Soerabaya, Rangoon, Calcutta,
Bombay, Cebu, Hongkong, Shanghai, Peking,
Tientsin, Yokohama, Kobe, Manila, Singapore,
Batavia, Soerabaya, Rangoon, Calcutta, Bombay,
Cebu, Hongkong, Shanghai, Peking, Tientsin,
Yokohama, Kobe, Manila, Singapore, Batavia,
Soerabaya, Rangoon, Calcutta, Bombay, Cebu,
Hongkong, Shanghai, Peking, Tientsin, Yokohama,
Kobe, Manila, Singapore, Batavia, Soerabaya,
Rangoon, Calcutta, Bombay, Cebu, Hongkong,
Shanghai, Peking, Tientsin, Yokohama, Kobe,
Manila, Singapore, Batavia, Soerabaya, Rangoon,
Calcutta, Bombay, Cebu, Hongkong, Shanghai,
Peking, Tientsin, Yokohama, Kobe, Manila,
Singapore, Batavia, Soerabaya, Rangoon, Calcutta,
Bombay, Cebu, Hongkong, Shanghai, Peking,
Tientsin, Yokohama, Kobe, Manila, Singapore,
Batavia, Soerabaya, Rangoon, Calcutta, Bombay,
Cebu, Hongkong, Shanghai, Peking, Tientsin,
Yokohama, Kobe, Manila, Singapore, Batavia,
Soerabaya, Rangoon, Calcutta, Bombay, Cebu,
Hongkong, Shanghai, Peking, Tientsin, Yokohama,
Kobe, Manila, Singapore, Batavia, Soerabaya,
Rangoon, Calcutta, Bombay, Cebu, Hongkong,
Shanghai, Peking, Tientsin, Yokohama, Kobe,
Manila, Singapore, Batavia, Soerabaya, Rangoon,
Calcutta, Bombay, Cebu, Hongkong, Shanghai,
Peking, Tientsin, Yokohama, Kobe, Manila,
Singapore, Batavia, Soerabaya, Rangoon, Calcutta,
Bombay, Cebu, Hongkong, Shanghai, Peking,
Tientsin, Yokohama, Kobe, Manila, Singapore,
Batavia, Soerabaya, Rangoon, Calcutta, Bombay,
Cebu, Hongkong, Shanghai, Peking, Tientsin,
Yokohama, Kobe, Manila, Singapore, Batavia,
Soerabaya, Rangoon, Calcutta, Bombay, Cebu,
Hongkong, Shanghai, Peking, Tientsin, Yokohama,
Kobe, Manila, Singapore, Batavia, Soerabaya,
Rangoon, Calcutta, Bombay, Cebu, Hongkong,
Shanghai, Peking, Tientsin, Yokohama, Kobe,
Manila, Singapore, Batavia, Soerabaya, Rangoon,
Calcutta, Bombay, Cebu, Hongkong, Shanghai,
Peking, Tientsin, Yokohama, Kobe, Manila,
Singapore, Batavia, Soerabaya, Rangoon, Calcutta,
Bombay, Cebu, Hongkong, Shanghai, Peking,
Tientsin, Yokohama, Kobe, Manila, Singapore,
Batavia, Soerabaya, Rangoon, Calcutta, Bombay,
Cebu, Hongkong, Shanghai, Peking, Tientsin,
Yokohama, Kobe, Manila, Singapore, Batavia,
Soerabaya, Rangoon, Calcutta, Bombay, Cebu,
Hongkong, Shanghai, Peking, Tientsin, Yokohama,
Kobe, Manila, Singapore, Batavia, Soerabaya,
Rangoon, Calcutta, Bombay, Cebu, Hongkong,
Shanghai, Peking, Tientsin, Yokohama, Kobe,
Manila, Singapore, Batavia, Soerabaya, Rangoon,
Calcutta, Bombay, Cebu, Hongkong, Shanghai,
Peking, Tientsin, Yokohama, Kobe, Manila,
Singapore, Batavia, Soerabaya, Rangoon, Calcutta,
Bombay, Cebu, Hongkong, Shanghai, Peking,
Tientsin, Yokohama, Kobe, Manila, Singapore,
Batavia, Soerabaya, Rangoon, Calcutta, Bombay,
Cebu, Hongkong, Shanghai, Peking, Tientsin,
Yokohama, Kobe, Manila, Singapore, Batavia,
Soerabaya, Rangoon, Calcutta, Bombay, Cebu,
Hongkong, Shanghai, Peking, Tientsin, Yokohama,
Kobe, Manila, Singapore, Batavia, Soerabaya,
Rangoon, Calcutta, Bombay, Cebu, Hongkong,
Shanghai, Peking, Tientsin, Yokohama, Kobe,
Manila, Singapore, Batavia, Soerabaya, Rangoon,
Calcutta, Bombay, Cebu, Hongkong, Shanghai,
Peking, Tientsin, Yokohama, Kobe, Manila,
Singapore, Batavia, Soerabaya, Rangoon, Calcutta,
Bombay, Cebu, Hongkong, Shanghai, Peking,
Tientsin, Yokohama, Kobe, Manila, Singapore,
Batavia, Soerabaya, Rangoon, Calcutta, Bombay,
Cebu, Hongkong, Shanghai, Peking, Tientsin,
Yokohama, Kobe, Manila, Singapore, Batavia,
Soerabaya, Rangoon, Calcutta, Bombay, Cebu,
Hongkong, Shanghai, Peking, Tientsin, Yokohama,
Kobe, Manila, Singapore, Batavia, Soerabaya,
Rangoon, Calcutta, Bombay, Cebu, Hongkong,
Shanghai, Peking, Tientsin, Yokohama, Kobe,
Manila, Singapore, Batavia, Soerabaya, Rangoon,
Calcutta, Bombay, Cebu, Hongkong, Shanghai,
Peking, Tientsin, Yokohama, Kobe, Manila,
Singapore, Batavia, Soerabaya, Rangoon, Calcutta,
Bombay, Cebu, Hongkong, Shanghai, Peking,
Tientsin, Yokohama, Kobe, Manila, Singapore,
Batavia, Soerabaya, Rangoon, Calcutta, Bombay,
Cebu, Hongkong, Shanghai, Peking, Tientsin,
Yokohama, Kobe, Manila, Singapore, Batavia,
Soerabaya, Rangoon, Calcutta, Bombay, Cebu,
Hongkong, Shanghai, Peking, Tientsin, Yokohama,
Kobe, Manila, Singapore, Batavia, Soerabaya,
Rangoon, Calcutta, Bombay, Cebu, Hongkong,
Shanghai, Peking, Tientsin, Yokohama, Kobe,
Manila, Singapore, Batavia, Soerabaya, Rangoon,
Calcutta, Bombay, Cebu, Hongkong, Shanghai,
Peking, Tientsin, Yokohama, Kobe, Manila,
Singapore, Batavia, Soerabaya, Rangoon, Calcutta,
Bombay, Cebu, Hongkong, Shanghai, Peking,
Tientsin, Yokohama, Kobe, Manila, Singapore,
Batavia, Soerabaya, Rangoon, Calcutta, Bombay,
Cebu, Hongkong, Shanghai, Peking, Tientsin,
Yokohama, Kobe, Manila, Singapore, Batavia,
Soerabaya, Rangoon, Calcutta, Bombay, Cebu,
Hongkong, Shanghai, Peking, Tientsin, Yokohama,
Kobe, Manila, Singapore, Batavia, Soerabaya,
Rangoon, Calcutta, Bombay, Cebu, Hongkong,
Shanghai, Peking, Tientsin, Yokohama, Kobe,
Manila, Singapore, Batavia, Soerabaya, Rangoon,
Calcutta, Bombay, Cebu, Hongkong, Shanghai,
Peking, Tientsin, Yokohama, Kobe, Manila,
Singapore, Batavia, Soerabaya, Rangoon, Calcutta,
Bombay, Cebu, Hongkong, Shanghai, Peking,
Tientsin, Yokohama, Kobe, Manila, Singapore,
Batavia, Soerabaya, Rangoon, Calcutta, Bombay,
Cebu, Hongkong, Shanghai, Peking, Tientsin,
Yokohama, Kobe, Manila, Singapore, Batavia,
Soerabaya, Rangoon, Calcutta, Bombay, Cebu,
Hongkong, Shanghai, Peking, Tientsin, Yokohama,
Kobe, Manila, Singapore, Batavia, Soerabaya,
Rangoon, Calcutta, Bombay, Cebu, Hongkong,
Shanghai, Peking, Tientsin, Yokohama, Kobe,
Manila, Singapore, Batavia, Soerabaya, Rangoon,
Calcutta, Bombay, Cebu, Hongkong, Shanghai,
Peking, Tientsin, Yokohama, Kobe, Manila,
Singapore, Batavia, Soerabaya, Rangoon, Calcutta,
Bombay, Cebu, Hongkong, Shanghai, Peking,
Tientsin, Yokohama, Kobe, Manila, Singapore,
Batavia, Soerabaya, Rangoon, Calcutta, Bombay,
Cebu, Hongkong, Shanghai, Peking, Tientsin,
Yokohama, Kobe, Manila, Singapore, Batavia,
Soerabaya, Rangoon, Calcutta, Bombay, Cebu,
Hongkong, Shanghai, Peking, Tientsin, Yokohama,
Kobe, Manila, Singapore, Batavia, Soerabaya,
Rangoon, Calcutta, Bombay, Cebu, Hongkong,
Shanghai, Peking, Tientsin, Yokohama, Kobe,
Manila, Singapore, Batavia, Soerabaya, Rangoon,
Calcutta, Bombay, Cebu, Hongkong, Shanghai,
Peking, Tientsin, Yokohama, Kobe, Manila,
Singapore, Batavia, Soerabaya, Rangoon, Calcutta,
Bombay, Cebu, Hongkong, Shanghai, Peking,
Tientsin, Yokohama, Kobe, Manila, Singapore,
Batavia, Soerabaya, Rangoon, Calcutta, Bombay,
Cebu, Hongkong, Shanghai, Peking, Tientsin,
Yokohama, Kobe, Manila, Singapore, Batavia,
Soerabaya, Rangoon, Calcutta, Bombay, Cebu,
Hongkong, Shanghai, Peking, Tientsin, Yokohama,
Kobe, Manila, Singapore, Batavia, Soerabaya,
Rangoon, Calcutta, Bombay, Cebu, Hongkong,
Shanghai, Peking, Tientsin, Yokohama, Kobe,
Manila, Singapore, Batavia, Soerabaya, Rangoon,
Calcutta, Bombay, Cebu, Hongkong, Shanghai,
Peking, Tientsin, Yokohama, Kobe, Manila,
Singapore, Batavia, Soerabaya, Rangoon, Calcutta,
Bombay, Cebu, Hongkong, Shanghai, Peking,
Tientsin, Yokohama, Kobe, Manila, Singapore,
Batavia, Soerabaya, Rangoon, Calcutta, Bombay,
Cebu, Hongkong, Shanghai, Peking, Tientsin,
Yokohama, Kobe, Manila, Singapore, Batavia,
Soerabaya, Rangoon, Calcutta, Bombay, Cebu,
Hongkong, Shanghai, Peking, Tientsin, Yokohama,
Kobe, Manila, Singapore, Batavia, Soerabaya,
Rangoon, Calcutta, Bombay, Cebu, Hongkong,
Shanghai, Peking, Tientsin, Yokohama, Kobe,
Manila, Singapore, Batavia, Soerabaya, Rangoon,
Calcutta, Bombay, Cebu, Hongkong, Shanghai,
Peking, Tientsin, Yokohama, Kobe, Manila,
Singapore, Batavia, Soerabaya, Rangoon, Calcutta,
Bombay, Cebu, Hongkong, Shanghai, Peking,
Tientsin, Yokohama, Kobe, Manila, Singapore,
Batavia, Soerabaya, Rangoon, Calcutta, Bombay,
Cebu, Hongkong, Shanghai, Peking, Tientsin,
Yokohama, Kobe, Manila, Singapore, Batavia,
Soerabaya, Rangoon, Calcutta, Bombay, Cebu,
Hongkong, Shanghai, Peking, Tientsin, Yokohama,
Kobe, Manila, Singapore, Batavia, Soerabaya,
Rangoon, Calcutta, Bombay, Cebu, Hongkong,
Shanghai, Peking, Tientsin, Yokohama, Kobe,
Manila, Singapore, Batavia, Soerabaya, Rangoon,
Calcutta, Bombay, Cebu, Hongkong, Shanghai,
Peking, Tientsin, Yokohama, Kobe, Manila,
Singapore, Batavia, Soerabaya, Rangoon, Calcutta,
Bombay, Cebu, Hongkong, Shanghai, Peking,
Tientsin, Yokohama, Kobe, Manila, Singapore,
Batavia, Soerabaya, Rangoon, Calcutta, Bombay,
Cebu, Hongkong, Shanghai, Peking, Tientsin,
Yokohama, Kobe, Manila, Singapore, Batavia,
Soerabaya, Rangoon, Calcutta, Bombay, Cebu,
Hongkong, Shanghai, Peking, Tientsin, Yokohama,
Kobe, Manila, Singapore, Batavia, Soerabaya,
Rangoon, Calcutta, Bombay, Cebu, Hongkong,
Shanghai, Peking, Tientsin, Yokohama, Kobe,
Manila, Singapore, Batavia, Soerabaya, Rangoon,
Calcutta, Bombay, Cebu, Hongkong, Shanghai,
Peking, Tientsin, Yokohama, Kobe, Manila,
Singapore, Batavia, Soerabaya, Rangoon, Calcutta,
Bombay, Cebu, Hongkong, Shanghai, Peking,
Tientsin, Yokohama, Kobe, Manila, Singapore,
Batavia, Soerabaya, Rangoon, Calcutta, Bombay,
Cebu, Hongkong, Shanghai, Peking, Tientsin,
Yokohama, Kobe, Manila, Singapore, Batavia,
Soerabaya, Rangoon, Calcutta, Bombay, Cebu,
Hongkong, Shanghai, Peking, Tientsin, Yokohama,
Kobe, Manila, Singapore, Batavia, Soerabaya,
Rangoon, Calcutta, Bombay, Cebu, Hongkong,
Shanghai, Peking, Tientsin, Yokohama, Kobe,
Manila, Singapore, Batavia, Soerabaya, Rangoon,
Calcutta, Bombay, Cebu, Hongkong, Shanghai,
Peking, Tientsin, Yokohama, Kobe, Manila,
Singapore, Batavia, Soerabaya, Rangoon, Calcutta,
Bombay, Cebu, Hongkong, Shanghai, Peking,
Tientsin, Yokohama, Kobe, Manila, Singapore,
Batavia, Soerabaya, Rangoon, Calcutta, Bombay,
Cebu, Hongkong, Shanghai, Peking, Tientsin,
Yokohama, Kobe, Manila, Singapore, Batavia,
Soerabaya, Rangoon, Calcutta, Bombay, Cebu,
Hongkong, Shanghai, Peking, Tientsin, Yokohama,
Kobe, Manila, Singapore, Batavia, Soerabaya,
Rangoon, Calcutta, Bombay, Cebu, Hongkong,
Shanghai, Peking, Tientsin, Yokohama, Kobe,
Manila, Singapore, Batavia, Soerabaya, Rangoon,
Calcutta, Bombay, Cebu, Hongkong, Shanghai,
Peking, Tientsin, Yokohama, Kobe, Manila,
Singapore, Batavia, Soerabaya, Rangoon, Calcutta,
Bombay, Cebu, Hongkong, Shanghai, Peking,
Tientsin, Yokohama, Kobe, Manila, Singapore,
Batavia, Soerabaya, Rangoon, Calcutta, Bombay,
Cebu, Hongkong, Shanghai, Peking, Tientsin,
Yokohama, Kobe, Manila, Singapore, Batavia,
Soerabaya, Rangoon, Calcutta, Bombay, Cebu,
Hongkong, Shanghai, Peking, Tientsin, Yokohama,
Kobe, Manila, Singapore, Batavia, Soerabaya,
Rangoon, Calcutta, Bombay, Cebu, Hongkong,
Shanghai, Peking, Tientsin, Yokohama, Kobe,
Manila, Singapore, Batavia, Soerabaya, Rangoon,
Calcutta, Bombay, Cebu, Hongkong, Shanghai,
Peking, Tientsin, Yokohama, Kobe, Manila,
Singapore, Batavia, Soerabaya, Rangoon, Calcutta,
Bombay, Cebu, Hongkong, Shanghai, Peking,
Tientsin, Yokohama, Kobe, Manila, Singapore,
Batavia, Soerabaya, Rangoon, Calcutta, Bombay,
Cebu, Hongkong, Shanghai, Peking, Tientsin,
Yokohama, Kobe, Manila, Singapore, Batavia,
Soerabaya, Rangoon, Calcutta, Bombay, Cebu,
Hongkong, Shanghai, Peking, Tientsin, Yokohama,
Kobe, Manila, Singapore, Batavia, Soerabaya,
Rangoon, Calcutta, Bombay, Cebu, Hongkong,
Shanghai, Peking, Tientsin, Yokohama, Kobe,
Manila, Singapore, Batavia, Soerabaya, Rangoon,
Calcutta, Bombay, Cebu, Hongkong, Shanghai,
Peking, Tientsin, Yokohama, Kobe, Manila,
Singapore, Batavia, Soerabaya, Rangoon, Calcutta,
Bombay, Cebu, Hongkong, Shanghai, Peking,
Tientsin, Yokohama, Kobe, Manila, Singapore,
Batavia, Soerabaya, Rangoon, Calcutta, Bombay,
Cebu, Hongkong, Shanghai, Peking, Tientsin,
Yokohama, Kobe, Manila, Singapore, Batavia,
Soerabaya, Rangoon, Calcutta, Bombay, Cebu,
Hongkong, Shanghai, Peking, Tientsin, Yokohama,
Kobe, Manila, Singapore, Batavia, Soerabaya,
Rangoon, Calcutta, Bombay, Cebu, Hongkong,
Shanghai, Peking, Tientsin, Yokohama, Kobe,
Manila, Singapore, Batavia, Soerabaya, Rangoon,
Calcutta, Bombay, Cebu, Hongkong, Shanghai,
Peking, Tientsin, Yokohama, Kobe, Manila,
Singapore, Batavia, Soerabaya, Rangoon, Calcutta,
Bombay, Cebu, Hongkong, Shanghai, Peking,
Tientsin, Yokohama, Kobe, Manila, Singapore,
Batavia, Soerabaya, Rangoon, Calcutta, Bombay,
Cebu, Hongkong, Shanghai, Peking, Tientsin,
Yokohama, Kobe, Manila, Singapore, Batavia,
Soerabaya, Rangoon, Calcutta, Bombay, Cebu,
Hongkong, Shanghai, Peking, Tientsin, Yokohama,
Kobe, Manila, Singapore, Batavia, Soerabaya,
Rangoon, Calcutta, Bombay, Cebu, Hongkong,
Shanghai, Peking, Tientsin, Yokohama, Kobe,
Manila, Singapore, Batavia, Soerabaya, Rangoon,
Calcutta, Bombay, Cebu, Hongkong, Shanghai,
Peking, Tientsin, Yokohama, Kobe, Manila,
Singapore, Batavia, Soerabaya, Rangoon, Calcutta,
Bombay, Cebu, Hongkong, Shanghai, Peking,
Tientsin, Yokohama, Kobe, Manila, Singapore,
Batavia, Soerabaya, Rangoon, Calcutta, Bombay,
Cebu, Hongkong, Shanghai, Peking, Tientsin,
Yokohama, Kobe, Manila, Singapore, Batavia,
Soerabaya, Rangoon, Calcutta, Bombay, Cebu,
Hongkong, Shanghai, Peking, Tientsin, Yokohama,
Kobe, Manila, Singapore, Batavia, Soerabaya,
Rangoon, Calcutta, Bombay, Cebu, Hongkong,
Shanghai, Peking, Tientsin, Yokohama, Kobe,
Manila, Singapore, Batavia, Soerabaya, Rangoon,
Calcutta, Bombay, Cebu, Hongkong, Shanghai,
Peking, Tientsin, Yokohama, Kobe, Manila,
Singapore, Batavia, Soerabaya, Rangoon, Calcutta,
Bombay, Cebu, Hongkong, Shanghai, Peking,
Tientsin, Yokohama, Kobe, Manila, Singapore,
Batavia, Soerabaya, Rangoon, Calcutta, Bombay,
Cebu, Hongkong, Shanghai, Peking, Tientsin,
Yokohama, Kobe, Manila, Singapore, Batavia,
Soerabaya, Rangoon, Calcutta, Bombay, Cebu,
Hongkong, Shanghai, Peking, Tientsin, Yokohama,
Kobe, Manila, Singapore, Batavia, Soerabaya,
Rangoon, Calcutta, Bombay, Cebu, Hongkong,
Shanghai, Peking, Tientsin, Yokohama, Kobe,
Manila, Singapore, Batavia, Soerabaya, Rangoon,
Calcutta, Bombay, Cebu, Hongkong, Shanghai,
Peking, Tientsin, Yokohama, Kobe, Manila,
Singapore, Batavia, Soerabaya, Rangoon, Calcutta,
Bombay, Cebu, Hongkong, Shanghai, Peking,
Tientsin, Yokohama, Kobe, Manila, Singapore,
Batavia, Soerabaya, Rangoon, Calcutta, Bombay,
Cebu, Hongkong, Shanghai, Peking, Tientsin,
Yokohama, Kobe, Manila, Singapore, Batavia,
Soerabaya, Rangoon, Calcutta, Bombay, Cebu,
Hongkong, Shanghai, Peking, Tientsin, Yokohama,
Kobe, Manila, Singapore, Batavia, Soerabaya,
Rangoon, Calcutta, Bombay, Cebu, Hongkong,
Shanghai, Peking, Tientsin, Yokohama, Kobe,
Manila, Singapore, Batavia, Soerabaya, Rangoon,
Calcutta, Bombay, Cebu, Hongkong, Shanghai,
Peking, Tientsin, Yokohama, Kobe, Manila,
Singapore, Batavia, Soerabaya, Rangoon, Calcutta,
Bombay, Cebu, Hongkong, Shanghai, Peking,
Tientsin, Yokohama, Kobe, Manila, Singapore,
Batavia, Soerabaya, Rangoon, Calcutta, Bombay,
Cebu, Hongkong, Shanghai, Peking, Tientsin,
Yokohama, Kobe, Manila, Singapore, Batavia,
Soerabaya, Rangoon, Calcutta, Bombay, Cebu,
Hongkong, Shanghai, Peking, Tientsin, Yokohama,
Kobe, Manila, Singapore, Batavia, Soerabaya,
Rangoon, Calcutta, Bombay, Cebu, Hongkong,
Shanghai, Peking, Tientsin, Yokohama, Kobe,
Manila, Singapore, Batavia, Soerabaya, Rangoon,
Calcutta, Bombay, Cebu, Hongkong, Shanghai,
Peking, Tientsin, Yokohama, Kobe, Manila,
Singapore, Batavia, Soerabaya, Rangoon, Calcutta,
Bombay, Cebu, Hongkong, Shanghai, Peking,
Tientsin, Yokohama, Kobe, Manila, Singapore,
Batavia, Soerabaya, Rangoon, Calcutta, Bombay,
Cebu, Hongkong, Shanghai, Peking, Tientsin,
Yokohama, Kobe, Manila, Singapore, Batavia,
Soerabaya, Rangoon, Calcutta, Bombay, Cebu,
Hongkong, Shanghai, Peking, Tientsin, Yokohama,
Kobe, Manila, Singapore, Batavia, Soerabaya,
Rangoon, Calcutta, Bombay, Cebu, Hongkong,
Shanghai, Peking, Tientsin, Yokohama, Kobe,
Manila, Singapore, Batavia, Soerabaya, Rangoon,
Calcutta, Bombay, Cebu, Hongkong, Shanghai,
Peking, Tientsin, Yokohama, Kobe, Manila,
Singapore, Batavia, Soerabaya, Rangoon, Calcutta,
Bombay, Cebu, Hongkong, Shanghai, Peking,
Tientsin, Yokohama, Kobe, Manila, Singapore,
Batavia, Soerabaya, Rangoon, Calcutta, Bombay,
Cebu, Hongkong, Shanghai, Peking, Tientsin,
Yokohama, Kobe, Manila, Singapore, Batavia,
Soerabaya, Rangoon, Calcutta, Bombay, Cebu,
Hongkong, Shanghai, Peking, Tientsin, Yokohama,
Kobe, Manila, Singapore, Batavia, Soerabaya,
Rangoon, Calcutta, Bombay, Cebu, Hongkong,
Shanghai, Peking, Tientsin, Yokohama, Kobe,
Manila, Singapore, Batavia, Soerabaya, Rangoon,
Calcutta, Bombay, Cebu, Hongkong, Shanghai,
Peking, Tientsin, Yokohama, Kobe, Manila,
Singapore, Batavia, Soerabaya, Rangoon, Calcutta,
Bombay, Cebu, Hongkong, Shanghai, Peking,
Tientsin, Yokohama, Kobe, Manila, Singapore,
Batavia, Soerabaya, Rangoon, Calcutta, Bombay,
Cebu, Hongkong, Shanghai, Peking

NOTICES.

Ever tried to
bring Smoke out
of Your Eyes ?

Impossible isn't it? It's just
as impossible also to obtain
a more Pleasant Satisfying
delicious Smoke than



WESTMINSTER
AIDE DE CAMP
CIGARETTES.

SOLD EVERYWHERE

in 50's tins, & 10's boxes.



This advertisement is issued by Westminster Tobacco Co., Ltd.

POST OFFICE.

Allied soldiers in the various hospitals in Siberia are badly in need of reading matter. Any books, newspapers etc. for their use handed in at the G. P. O. will be packed and forwarded to them free.

Registered and Parcel Mails close 15 minutes earlier than the time given below unless otherwise stated.

It is no longer necessary for parcels addressed to Greece to be accompanied by a certificate from the British Minister at Athens.

The parcel post service has been resumed with Norway, Sweden, Denmark, Holland, Spain and Switzerland. For the present, however, only parcels obviously in the nature of gifts are accepted.

INWARD MAILS.

Shanghai—Per DILWARA, 22nd May.
Manila, Canada and U.S.A.—Per EMPRESS OF ASIA, 22nd May.
Manila and Australia—Per TANGO MARU, 23rd May.
Europe, via Negapatam—Per BENCLUECH 25th May.

OUTWARD MAILS.

TO-MORROW.

Swatow, Amoy and Formosa via Takao—Per SOSHU MARU, 22nd May, 8 a.m.
Philippine Islands, Australia, New Zealand via Thursday Island—Per AKI MARU, 22nd May, Reg. 8.45 a.m. Letters 9.30 a.m.
Amoy—Per TJIBODAS, 22nd May, 9 a.m.
Shanghai and North China—Per SUIYANG, 22nd May, 10 a.m.
Hankow—Per KASHING, 22nd May, 10 a.m.
Ningpo—Per WOBANG, 22nd May, 5 p.m.

Shanghai, North China & Japan via Nagasaki, Canada, United States, Central and South America and EUROPE VIA CANADA—Per AFRICA M., 22nd May, Reg. 10.45 a.m. Letters 11.30 a.m.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE VIA SUEZ—Per LYCAON, 22nd May, Reg. 1.45 p.m. Letters 2.30 p.m.
The Parcel Mail will be closed on Wednesday, 21st May, at 3 p.m.

FRIDAY, 23RD MAY.
Swatow, Amoy and Foochow—Per QUINNEBAUG, 23rd May, 9 a.m.
Shanghai, North China, & Japan via Nagasaki, Honolulu, Canada, United States, Central & South America and EUROPE VIA SAN FRANCISCO—Per SHINYO MARU, 23rd May, Reg. 9.45 a.m. Letters 10.30 a.m.
Japan via Kobe, Canada, United States, C. & S. America & EUROPE VIA CANADA—Per CYCLOPS, 23rd May, Reg. 11.45 a.m. Letters 12.30 p.m.

SATURDAY, 24TH MAY.
Japan via Nagasaki—Per TANGO MARU, 24th May, 9 a.m.
Shanghai and North China—Per YINGCHOW, 24th May, 9 a.m.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Bombay and Aden—Per DILWARA, 24th May, Reg. 9.15 a.m. Letters 10 a.m.

SUNDAY, 25TH MAY.
Swatow, Amoy and Formosa via Keelung—Per AMAKUSA MARU, 25th May, 9 a.m.

MONDAY, 26TH MAY.

Swatow and Bangkok—Per HUPEH, 26th May, 11 a.m.
Philippine Islands—Per YUEN-SANG, 26th May, 2 p.m.

TUESDAY 27TH MAY.

Shanghai and North China—Per TEAN, 27th May, 11 a.m.
Swatow, Amoy and Foochow—Per HAITAN, 27th May, 1 p.m.
WEDNESDAY, 28TH MAY.
Weihaiwei, Chefoo and Tientsin—Per HUICHOW, 28th May, 2 p.m.

THURSDAY, 29TH MAY.

Shanghai and North China—Per SUNNING, 29th May, 11 a.m.

FRIDAY, 30TH MAY.

Swatow, Amoy and Foochow—Per HAIHONG, 30th May, 1 p.m.

Philippine Islands—Per LOONG-SANG, 30th May, 2 p.m.

SATURDAY, 31ST MAY.

Shanghai and North China—Per KWANGSE, 31st May, 5 p.m.

MONDAY, 2ND JUNE.

Swatow & Straits—Per LIANG-CHOW, 2nd June, 11 a.m.

TUESDAY, 3RD JUNE.

Philippine Is.—Per TAMING, 3rd June, 9 a.m.

Swatow and Bangkok—Per LUCHOW, 3rd June, 9 a.m.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE VIA SUEZ—Per MENTOR, 3rd June, noon.

The Parcel Mail will be closed on Monday, 2nd June, at 5 p.m.

MOVEMENTS OF STEAMERS.

The N.Y.K. s.s. MISHIMA M. (European Line) left Liverpool for this port via the Suez Canal on the 3rd inst., and is expected here on the 8th June.

The N.Y.K. s.s. KIRIN MARU (Bombay Line) left Moji for this port direct on the 20th inst., and is expected here on the 26th inst.

WEATHER REPORT.

May 31st, 12h. 32m.—No returns from Japan, Vladivostok, Indo-China, and the Philippines. Pressure has increased slightly at all reporting stations; the depression probably remains over Tongking.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st 11.13 inches against an average of 18.65 inches.

FORECAST FOR THE 24 HOURS ENDING AT 10.00 TO-MORROW.

District	Forecast
Hongkong to Cap Reel	S. winds, moderate; fair.
Formosa Channel	The same as No. 1.
South coast of China bet. H.K. and Lanchow	The same as No. 1.
South coast of China bet. H.K. and Hainan	The same as No. 1.

China Coast Meteorological Register, May 31, a.m.

Station	Hour	Barometer	Temperature	Humidity	Wind	Weather
Vietnam	6a					
Hankow	6a	29.94	54	87	sw	20
Shanghai	6a	29.93	63	95	n	10
Swatow	6a	29.85	63	100	n	40
Amoy	6a	29.71	74	94	n	10
Swatow	6a	29.65	75	83	ne	10
Swatow	6a	29.74	77	91	w	10
Taiwan	6a	29.57	85		sw	40
Taiwan	6a	29.57	85		sw	20
Koehun	6a	29.71	81		sw	20
P'doras	6a	29.69	84		sw	40
Canton	6a	29.71	79	81	se	10
H'kong	6a	29.72	80	81	s	10
Cap Reel	6a	29.71			se	40
Macao	6a	29.69	79	93	se	60
Wanchow	6a					
Fakhoi	6a					
Holbow	6a					
Shulin	6a					
Tourene	6a					
C. St. J.	6a					
Alger	6a					
Dagupan	6a					
Manila	6a					
Legaspi	6a					
Iloilo	6a					
Surigao	6a					
Guam	6a					
Lapuan	6a					

C. W. JEFFRIES—Chief Assistant, Hongkong Observatory, May 31, 1919.

1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.
2 Temperature, in the shade, in degrees Fahrenheit.
3 Humidity, in percentage of saturation the humidity of air saturated with moisture being 100.
4 Direction of Wind, to two points.
5 Force of Wind, according to Beaufort's Scale.
State of Weather, b blue sky; c detached cloud; d drizzling rain; f fog; g gloomy; h hail; i lightning; o overcast; p passing showers; q squally; r rain; s snow; t thunder; v visibility; w dew wet.

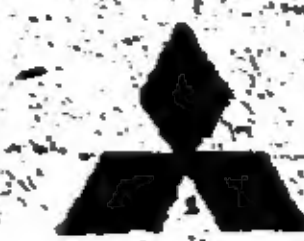
METEOROLOGICAL.

Previous	Day On	On Date	On Date
	at p.m.	at 10 a.m.	at 10 p.m.
Barometer	29.63	29.72	29.73
Temperature	81	80	88
Humidity	77	91	63
Wind Direction	E.	S.	W.
Force	4	2	2
Weather	c	o	o
Rain	0.00	0.00	0.00
Highest temp. at temperature on the 31st			
Lowest temp. at temperature on the 31st			

H.K. Observatory, May 31, 1919.

T. F. OATTON, Director.

NOTICE.



MITSUBISHI SHOJI KAISHA, LTD.

(MITSUBISHI TRADING CO.)
COAL, GENERAL IMPORTS AND EXPORTS.
SOLE PROPRIETORS OF
YAMAGUCHI, OCHI, MUTABE, KISHIMOTO, YOSHIMOTO, NISHIO, KAMAZUTA, KATO, KANADA, SHIMIZU, KAMAYAMA, BIRAI and OTUBARI COAL MINES.
Agents for SAKITO COAL.

HEAD OFFICE, TOKYO.

BRANCHES AND REPRESENTATIVES:—NAGASAKI, KATSUKI, WAKAMATSU, MOJI, KURE, KOBE, OSAKA, TSURUGA, NAGOYA, YOKOHAMA, TOKYO, HAKODATE, MURORAN, OTARU, VLADIVOSTOK, PEKING, TIENTSIN, DAIREN, TSIANFU, HANKOW, SHANGHAI, TAIPEI, HONGKONG, CANTON, HAIPHONG, MANILA, SINGAPORE, CALCUTTA, LONDON & NEW YORK.

Cable Address:—
Hongkong—"IWASAKI"
Canton, Haiphong:—
"IWASAKISAI"

Codes:—Al, A.B.C. 5TH ED.,
Western Union and Bentley's.
AGENCY FOR:—THE OSAKA MARINE AND FIRE INSURANCE CO., LTD., OSAKA.

For Particulars Apply to:—
S. SAYEKI, Manager,
No. 11, Pedder Street, Hongkong.

ASAHI BEER.



SOLE AGENTS
Mitsui Bussan Kaisha.

HOTELS.

EUROPE HOTEL, SINGAPORE.

UNDER NEW BRITISH MANAGEMENT.

THE PREMIER HOTEL. FINEST SITUATION.
EXCELLENT CUISINE.

ARTHUR E. ODELL,

(Late Grand Hotel, Southcliffe, England and Royal Palace Hotel, London, W.)

THE PEAK HOTEL

1,500 FEET ABOVE SEA LEVEL.
15 MINUTES FROM LANDING STAGE

UNDER THE MANAGEMENT OF
MRS. BLAIR.

ENTERTAINMENTS.

VICTORIA THEATRE.

9.15 P.M. MON. TUES. & WED. 9.15 P.M.

THE
Biggest Attraction on the screen to-day
CHARLIE CHAPLIN

HIS FIRST MILLION DOLLAR COMEDY
"A DOG'S LIFE"

There are as many laughs as the pup in this picture has fleas.

TOTO

NIPPED IN THE BUD.

7.15 P.M. TO-NIGHT 7.15 P.M.
MRS. VERNON CASTLE

in
MARK OF CAIN.

Booking at ANDERSON'S.

THE

TEL No. 1743. **CORONET** TEL No. 1743.

TO-NIGHT

at 5.15 & 9.15 p.m.

Mrs. VERNON CASTLE

IN

"The Girl from Bohemia"

"CAUGHT AT HIS OWN GAME."

BRITISH GAZETTE Nos. 526-527.

Booking at ROBINSON'S.

HOTELS.

The Hongkong Hotel Co., Ltd.

Operating:—
THE HONGKONG HOTEL The leading Hotel in the Far East.
THE REPULSE BAY HOTEL The coming seaside resort of South China.
THE HOTEL MANSIONS The headquarters of the Canadian Pacific Ocean Services, and the leading American business concerns.
The Hotel Company, having recently extended their cold storage plant and instituted motor transportation, are specialising in outside catering such as banquets, dances, picnics, etc., and are prepared to supply all necessary equipment, decorations, furnishings, and music.
Quotations may be obtained on application at the Hotel Main Office, or representatives will call on communicating with
Telephone No. 453, Catering Department.
Telephone No. 1673, Manager.

J. H. TAGGART, Manager.

KINGSCLEERE HOTEL MID-LEVEL
CRAIGIEBURN HOTEL THE PEAK
KNUTSFORD HOTEL KOWLOON
SACHSE, LENNOX & Co., General Agents
Are resident Managers.

KING EDWARD HOTEL

CENTRAL LOCATION,
ELECTRIC LIFTS AND LIGHTING,
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Tel. 373. Telegraphic Address: "VICTORIA"
J. WITCHELL, Manager.

THE CARLTON HOTEL

(THE ONLY AMERICAN HOTEL IN THE COLONY)
ICE HOUSE STREET.
Under American Management.
Nice and quiet yet only a few minutes' walk from the Bank and Central District. 4 Bedrooms. Excellent Cuisine. Scrupulously Clean. Moderate Terms. Monthly and Family Rates on application to the Proprietress.
Telephone 81. MRS. F. E. CAMERON.

Printed and Published for the Proprietor, by Charles Maurice Wilson, at 11, Lee Hing Street in the City of Victoria, Hongkong.